SECTOR
CORPUS CHRISTI, TEXAS

AREA CONTINGENCY PLAN
(ACP)

Record of Changes			
Change Number	**Date of Change**	**Summary of Changes**	**By Whom Entered**
1	02Jun2014	Numerous grammatical and formatting changes throughout document	MSTC Mark Henricksen

U.S. Department of Homeland Security

United States Coast Guard

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MEMORANDUM

JUN 0 2 2014

From: S. R. Creech, CAPT
CG SECTOR Corpus Christi (s)

To: Distribution

Subj: 2014 SOUTH TEXAS COASTAL ZONE AREA CONTINGENCY PLAN

1. Pursuant to the provisions of the Clean Water Act and the National Contingency Plan (NCP), the enclosed Area Contingency Plan (ACP) has been updated for the coastal zone within the Sector Corpus Christi Captain of the Port zone by the South Texas Coastal Zone Area Committee (STCZAC). Our ACP is designed to provide guidance and process for a coordinated response to oil discharges and hazardous substance releases by local, state, and federal government and non-government agencies.

2. On behalf of the Executive Steering Group to this Area Committee, I want to emphasize the importance of the many partnerships that have and continue to enable us to effectively respond to a variety of incidents. It is through our federal, state, local, and industry entities within the Area Committee that we continue to strengthen this plan as we share lessons learned, updated policies and advancements in capability. This Area Contingency Plan is our voice to each other, and to the public of which we serve, in coordinating a safe and effective response. We ask for your continued feedback in updating the content of this plan.

3. In accordance with the NCP, our ACP has and will continue to be readily accessible among our partners and the general public. Two specific locations to download the ACP include the Texas General Land Office website (http://www.glo.texas.gov/what-we-do/caring-for-the-coast/oil-spills/toolkit/index.html) and the U.S. Coast Guard Homeport website https://homeport.uscg.mil/

4. Please direct any inquiries regarding our ACP to the Sector Corpus Christi Planning Department at 361-939-6216.

#

Copy: South Texas Coastal Zone Area Committee Members
CGD EIGHT (dr)
CG LANTAREA (LANT-5)
CG NSFCC
CG GST
COMDT (CG-MER)

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1000 Introduction

The purpose of the South Texas Coastal Zone, Area Contingency Plan (ACP) is:

- To provide for orderly and effective implementation of response actions to protect the people, natural resources, and property of the coastal zone covered by this plan from the impacts of an oil discharge, substantial threat of discharge of an oil, a release of hazardous substance, or substantial threat of a release of a hazardous substance from inland and marine sources.

- To promote the coordination of and describe the strategy for a unified and coordinated federal, state, tribal, local, potential responsible party, response contractor, response cooperative, and community response to an oil discharge, substantial threat of an oil discharge, release of a hazardous substance, or substantial threat of a release of a hazardous substance, including WMD, from inland and marine sources.

- To be consistent with the NCP and to be adopted as the Area Contingency Plan for the Federal On-Scene Coordinator's (FOSC).

- To provide guidance to all Facility and Vessel Response Plan, and Offshore Oil Spill Response Plan reviewers and Plan holders to ensure consistency with the ACP.

- To be a guidance manual for responders.

This plan is intended for use as a guideline for response actions to spill incidents and to ensure consistency in response to spills. Federal rules require that a Responsible Party (RP), or spiller, must be able to manage spills with a pre-designated response management organization that accommodates a unified command structure in recognition of federal, state, tribal, or local jurisdiction.

1010 Scope

This Area Contingency Plan is the chief working document of the STCZAC. It has been developed with the cooperation of all designated Federal and State government agencies. This plan is applicable to all response actions taken pursuant to the authorities under the Comprehensive Environmental Response Compensation Liability Act (CERCLA), Section 311 of the Clean Water Act, as amended and the Federal Water Pollution Control Act, as amended under OPA 90.

This plan provides an Incident/Unified Command with the strategy, direction, organization, and procedures for responding to oil discharges and releases of hazardous substances, pollutants, and contaminates; outlining the types of assistance available during response actions. The strategies, mechanisms, operations, and procedures contained in this plan are intended to conform to the provisions of the Region VI Regional Contingency Plan (RCP) and the National Contingency Plan (NCP).

This plan is applicable to and in effect for:

- Discharges/releases, or threat of a discharge/release, of oil and hazardous substances into or on the navigable waters and adjoining shorelines of the United States that lie within the geographical boundaries of the South Texas Coastal Zone Area Committee's area of responsibility (AOR);

- Releases or threat of release of hazardous substances, pollutants, and/or contaminates into the environment of the coastal zone which may present an imminent and substantial danger to public health or welfare; and

- Additional resources and support requirements above those available in the boundaries/jurisdiction of the STCZAC will be coordinated through the Region VI RCP, and the NCP.

This plan will be used to:

- Identify primary responsibilities and jurisdictions among Federal, State, Tribal, and Local governments in response actions;

- Describe Federal response actions, methods and procedures to coordinate/integrate multi-agency response;

- Describe area response planning concepts and the coordinating mechanisms for conducting joint spill response operations;

- Provide information concerning facilities, resources, equipment, and other capabilities from governmental, commercial, academic, and other sources; and

- Provide information and guidance pertaining to preparedness activities to include planning, training, and exercising

1100 Authority

The Federal Water Pollution Control Act (FWPCA) (33 UCS 1321 et seq.) and the Comprehensive Environmental Response Compensation Liability Act (CERCLA or Superfund) address the development of the National Planning and Response System. As part of this system, in conjunction with the NCP, area contingency plans are to address responses to worst-case discharges of oil or releases of hazardous substances, and mitigation or prevention of a substantial threat of discharge/release from a vessel, offshore facility, onshore facility, or pipeline. The Area Committee is given the responsibility for working with the response community to plan for joint response efforts, including spill containment, mechanical recovery, use of dispersants, in-situ burning, shoreline cleanup, protection of sensitive areas, and protection, rescue, and rehabilitation of fish and wildlife.

1200 Geographic Boundaries

CORPUS CHRISTI MARINE INSPECTION ZONE AND CAPTAIN OF THE PORT ZONE

The following zone description can be found in Title 33 CFR Part 3.40-35:

The boundary of the Corpus Christi Marine Inspection Zone and Captain of the Port Zone starts at the junction of the sea and the east bank of the Colorado River; thence proceeds northerly along the east bank of the Colorado River to 29°18' N. latitude, 96°07' W. longitude; thence northwesterly to the southeast corner of New Mexico at 32°00' N. latitude; thence westerly along the Texas-New Mexico boundary; thence southeasterly along the Mexican border to the sea. The offshore area includes all waters and islands contained therein of the EEZ that are south and west of a line bearing 140° T from the junction of the sea and the east bank of the Colorado River to the outermost extent of the EEZ.

The Supervisor for the Marine Safety Detachment in Brownsville, Texas shall respond to spills in the southern section of the COTP zone, covering the entire zone south of latitude 27*00'N.

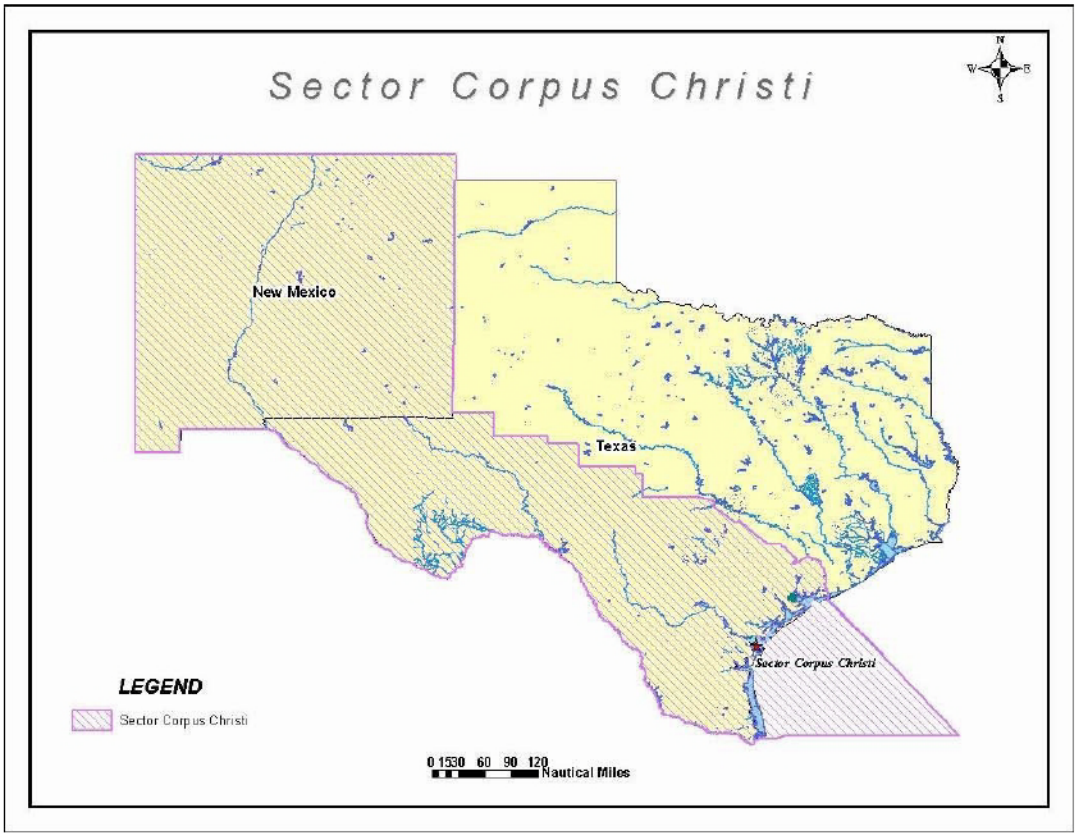
The Marine Safety Detachment in Victoria, Texas, is responsible for responding to all spills in the northern section of the COTP zone from the north bank of Copano Creek and Copano Bay, including the barrier islands offshore. It includes the city of Lamar and vessels operating out of Lamar, Blackjack Peninsula, the Aransas National Wildlife Refuge, the Victoria Barge Canal and Port O'Connor. The coastal zone is divided by a line drawn southwest from the intersection of Matagorda Island and Cedar Bayou to the intersection of 28*00'N latitude to the south.

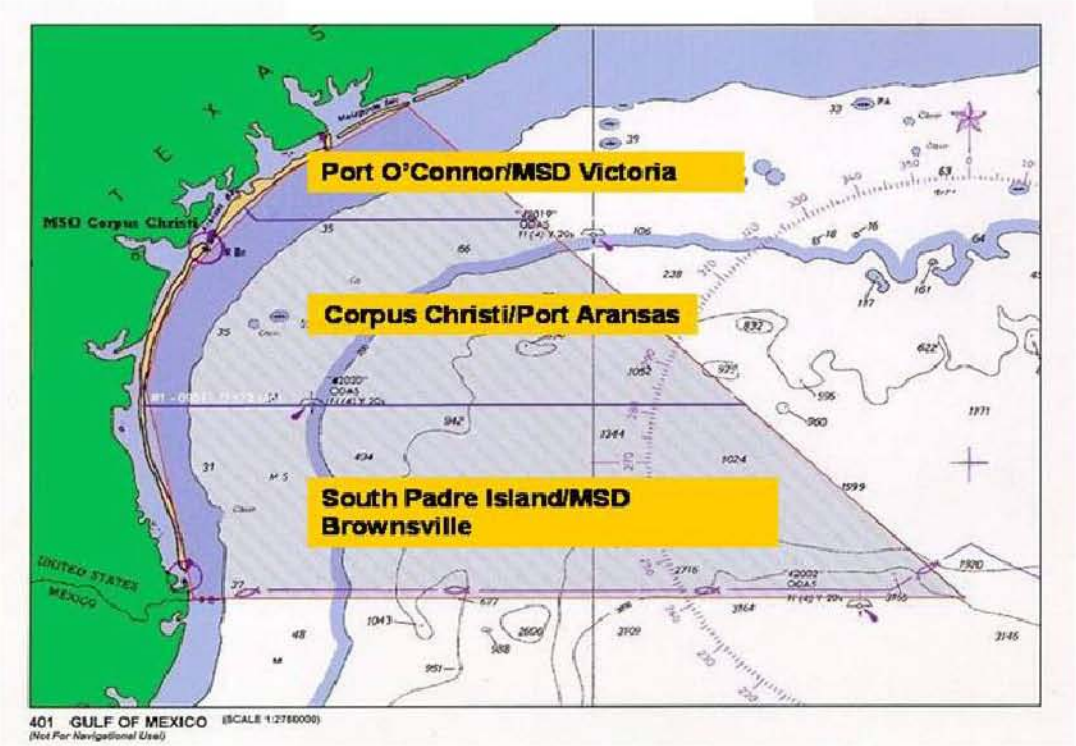
Reference Section 1400 for additional National Response System (NRS), Joint Response Policies.

Reference 'Attachment 2' (2001 USCG & TNRCC MOA) for additional State and Federal Response Framework policies.

1210 Sector Corpus Christi Boundary/Demarcation Line

The graphics below indicates location and boundaries of Captain of the Port Zone for Sector Corpus Christi.





For spills originating on land impacting or threatening to impact navigable water, the determination of the appropriate federal agency (EPA or USCG) for response shall be made by considering the AOR to which the largest impact may occur. According to Section 300.140(b) of the NCP, if a discharge or release affects more than one zone (inland/coastal/COTP), determination of the FOSC shall be based on the area vulnerable to the greatest threat. If the area vulnerable to the greatest threat cannot be determined, the Unified Command shall establish an Incident Command System that adequately accounts for effective response in both zones.

*Interior State responsibility is generally defined as the area to the east of Routes 77, 175, and 59.

Reference the following link for EPA-USCG Boundaries:

http://www.epaosc.org/sites/5083/files/EPA_USCG_Boundary%2011-2011.pdf

1220 State

The state of Texas will respond within its jurisdiction and laws within the state's boundaries

Agency and jurisdictional contacts are identified within the Texas Oil Spill Planning and Response 'Tool Kit.'

http://gisweb.glo.texas.gov/atlas/masterpage.pdf

Reference 'Attachment 2' (2001 USCG & TNRCC MOA) for additional State policy guidance.

1230 Local

The following Counties are contained within the geographical area covered under this plan. County agencies will respond within their jurisdiction and laws within the appropriate County boundaries.

- Willacy County
- Cameron County
- Kennedy County
- Kleberg County
- Nueces County
- San Patricio County
- Aransas County
- Refugio County
- Calhoun County
- Matagorda County

Agency and jurisdictional contacts are identified within the Texas Oil Spill Planning and Response 'Tool Kit.'

http://gisweb.glo.texas.gov/atlas/masterpage.pdf

1300 Area Committee

Mission Statement

Our mission is to ensure the highest state of readiness for the protection and preservation of the marine environment of the South Texas Coastal Zone. We plan to accomplish this by developing comprehensive and useful contingency plans, preparing the community through training and exercises, developing coordination mechanisms to facilitate an effective response and educating all South Texas stakeholders.

Vision Statement

We will be recognized as the preeminent organization for ensuring the effective prevention of and response to environmental threats on the Gulf coast. Our members will include all stakeholders representing a cross-section of interests in the Federal, State, and local levels.

We will collaborate, sharing information and resources, to produce the best possible plans and creative solutions to problems. We will employ state of the art research and technology in both our problem solving and our decision-making.

We will learn from our responses and activities, improve our processes and develop as individuals and as an organization. We are proud of our past accomplishments and will make even greater contributions toward the environmental protection of the South Texas Coastal Zone in the future.

1310 Area Committee Stakeholders Names, Organization, & Contact Information

Key natural resource trustees and state/local representatives involved in the decision-making processes for the identification and prioritization of environmentally sensitive areas.

Natural Resource Trustees/Stakeholders in the South Texas Coastal Zone:

Federal	U.S Coast Guard U.S. Fish and Wildlife Service National Park Service National Oceanic and Atmospheric Administration US Environmental Protection Agency
State	Texas General Land Office Texas Parks and Wildlife Service Texas Commission on Environmental Quality Railroad Commission of Texas
Local	Aransas County Calhoun County Cameron County Jackson County Kenedy County Kleberg County Matagorda County Nueces County Refugio County San Patricio County Victoria County City of Aransas Pass City of Brownsville City of Corpus Christi City of Port Aransas City of Portland City of Port O'Connor City of Rockport Port of Brownsville Port of Corpus Christi Port of Point Comfort/Port Lavaca Port of Victoria Bass Family (San Jose Island)

1320 Purpose

The Area Committee is a spill preparedness and planning body made up of federal, state, and local agency representatives. Each area committee, under the direction of the OSCs for the area, is responsible for developing an ACP which, when implemented in conjunction with the RCP and NCP, will be adequate to remove a worst case discharge of oil or a hazardous substance and to mitigate or prevent a substantial threat of such a discharge from a vessel, offshore facility, or onshore facility operating in or near the geographic area. Each area committee is also responsible for working with state and local officials to pre-plan for joint response efforts, including appropriate procedures for mechanical recovery, dispersant use, shoreline cleanup, protection of sensitive environmental areas, and protection, rescue, and rehabilitation of fisheries and wildlife.

1330 Organization

South Texas Coastal Zone Area Committee (STCZAC): The STCZAC is comprised of pertinent and qualified personnel from federal, state, and local governments and marine industry throughout the COTP zone. Area Committee meetings are held on a rotational basis among the ports.

The U. S. Coast Guard COTP, as the pre-designated Federal On-Scene Coordinator (FOSC), shall be the Chairman of the Area Committee. The lead state agency for oil spill response and pre-designated State On-Scene Coordinator (SOSC), TGLO, shall serve as the Co-Chairman. The Chairman shall: conduct each meeting and provide an opportunity for participation by each member and by public attendees; ensure adherence to the agenda; maintain order and review recommendations or guidance as set forth by the ESG. In the absence of the Chairman, the Co-Chairman performs these duties.

Executive Steering Group (ESG): The Executive Steering Group is the voting and decision making body of the STCZAC. This group consists of Federal and State On-Scene Coordinators (OSCs).

ESG Membership:

FOSCs:	U.S. Coast Guard, COTP (Chair)
	U.S. Environmental Protection Agency
SOSCs:	TX General Land Office, Regional Director (Co-Chair)
	TX Commission on Environmental Quality, Regional Director
	TX Railroad Commission

ESG responsibilities include:

- Establishing the overall goals for the Area Committee.
- Providing guidance, objectives and expectations to the Advisory Groups (and applicable Working Groups).

The group meets on a quarterly basis, although special meetings may be called if needed.

Executive Secretary: Working for the ESG, the duties of the Executive Secretary are to:

- Create a calendar of all ESG and STCZAC meetings for the entire year and distribute as necessary.
- Consolidate, prepare and distribute ESG/STCZAC meeting agendas.
- Record and draft meeting minutes for review and distribution.

Advisory Groups: The Advisory Groups have been established to allow the general membership of the Area Committee an opportunity to actively voice their concerns and comments. Representatives for each of the Advisory Groups are selected by the Executive Steering Group. Advisory Groups may meet as often as necessary to ensure their concerns are considered. (See attachment 8 for established Advisory Groups)

Working Groups: These groups will be established to work on functional items pertaining to the Area Committee and usually fall under an Advisory Group. They are specifically tasked to complete assigned projects and goals that are developed by the Executive Steering Group. Working Groups may meet as often as necessary to ensure their tasks are completed by the ESG provided time-lines. (See attachment 8 established Working Groups)

1340 Charter Members

(See Attachment 8)

1400 National Response System

The National Response System (NRS) coordinates all government agencies with responsibility for human health and environmental protection in a focused response strategy for the immediate and effective cleanup of an oil or hazardous substance spill. It is a three tiered federal response and preparedness system that supports the pre-designated FOSC and SOSC in coordinating national, regional, state, tribal, and local government agencies, industry, and the responsible party during a response. The three tiers are the National Response Team, Regional Response Team, and the OSC. The NRS is described in the NCP (40 CFR Part 300). The NRS does not remove the primary responsibility of initiating and completing a proper response by the responsible party. The NRS is used for all spills. When appropriate, the NRS is designed to incorporate a unified command and control support mechanism consisting of the FOSC, the SOSC, and the Responsible Party's Incident Manager and, when appropriate, tribal and local representatives.

1410 National Response Structure

The National Response Team (NRT) consists of 16 federal agencies with responsibilities, interests, and expertise in various aspects of emergency response to pollution incidents. The EPA serves as chair and the Coast Guard as co-chair of the NRT, except when activated for a specific incident, when the lead agency representative serves as chair. The NRT is primarily a national planning, policy and coordination body and does not respond directly to incidents. The NRT provides policy guidance prior to an incident and assistance usually takes the form of technical advice, access to additional resources/equipment, or coordination with other RRTs.

1410.1 Incident/Spill of National Significance

A Spill of National Significance (SONS) classification provides additional support at the national level to the FOSC. Per 40 CFR 300.323 the Commandant for the Coast Guard holds the

authority for declaring a SONS. Some or all of the conditions below will exists when classifying a spill a SONS:

- A spill of size, magnitude and/or complexity that presents a significant challenge(s) to the Coast Guard FOSC and the RRT.

- Local and regional resource coordination or the Unified Commands incident management capability is exceeded.
    - Unified Command resource coordination capability is exceeded
    - The pre-designated FOSC is requesting regional support from the Coast Guard District
    - The Regional Response Team (RRT) is supporting the pre-designated FOSC in accordance with the Regional Contingency Plan
    - The Coast Guard LANTAREA is coordinating requests for Coast Guard resources and support through Coast Guard PACAREA
    - The Coast Guard Office of Incident Management and Preparedness is coordinating with the National Response Team for interagency and international support.

- Multiple unified incident command posts (ICPs) have been established

- One of more Area Command(s) (UACs) has/have been established
    - Each UAC has established communication with regional level agencies, tribal, and territorial emergency and environmental response management personnel, and regional level non-governmental stakeholders to help establish response priorities
    - The UAC organization will already include the elements of the Coast Guard National Strike Force, RRT Co-Chairs, and the Coast Guard District Response Advisory Teams (DRATs).

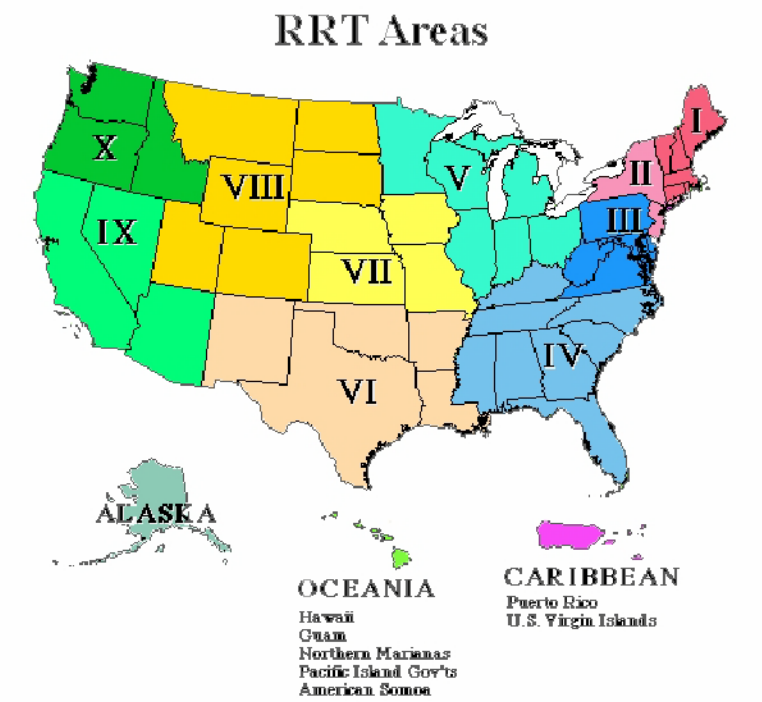
The Coast Guard Commandant may choose to and has the authority to name a National Incident Commander (NIC) to assist the FOSC with interagency and governmental/public affairs coordination.

When an oil spill incident is an element of a larger response governed by a Stafford Act Presidential disaster declaration, it is unlikely that a SONS classification would be necessary. The national level response support will be coordinated by the Federal Emergency Support Function (ESF #10) within a Joint Field Office (JFO).

For more information regarding a SONS please refer to Coast Guard COMDTNIST 16465.1A.

1420 Regional Response Team

There are 13 Regional Response Teams (RRTs), one for each of the ten federal regions and Alaska, the Caribbean, and the Pacific Basin. Each RRT has federal and state representation. EPA and the Coast Guard co-chair the RRTs. The RRTs are planning, policy, and coordinating bodies, and may be activated during a major incident to assist the FOSC with resources. The RRT also provides guidance support and approval for pursuing certain response strategies.



RRTs may be activated for specific incidents when requested by the FOSC. If the assistance requested by a FOSC exceeds a RRTs capability, the RRT may request assistance from the National Response Team (NRT). During an incident the RRT may either be alerted by telephone or convened. The applicable RRT will be consulted by the FOSC on the approval/disapproval of the use of alternative response technologies (i.e. in-situ burning, dispersants, bio-remediation, and other chemical counter-measures) when that decision has not been pre-approved. The STCZ ACP geographical boundaries fall within the jurisdiction of RRT VI.

1430 Area Response Structure

The STCZAC member agencies will manage spill incidents according to the following principles;

- **Incident Command System** The signatory agencies will use the National Incident Management System (NIMS) model Incident Command System (ICS);

- **Unified Incident Command** When more than one of the signatory agencies arrive on-scene to participate in managing a response action, the agencies will utilize a unified command structure to jointly manage the spill incident. In the Unified Incident Command (UC), whenever possible, decisions with regards to the response will be made by

consensus and documented through a single Incident Action Plan (IAP). When a consensus cannot be reached, the FOSC has the ultimate decision-making authority.

Members of the Unified Command shall have jurisdiction over the incident, capability to respond, and on-scene decision making authority.

- **Unified Area Command** For a very large single incident or multiple, simultaneous incidents involving a large number of resources and/or impacting a large geographical area, a Unified Area Command may be established. The Unified Area Command has the responsibility to: set overall incident-related objectives and priorities, allocate critical resources based on those priorities, ensure the incident/incidents are properly managed, and ensure that incident objectives are met and do no conflict with each other. The Unified Area Command has overall responsibility for setting response priorities and objectives, which are then carried out by field ICS/UC organization(s);

- **Tribal and Local Government On Scene Coordinators** The Unified command may incorporate additional tribal or local government on scene coordinator into the command structure as appropriate;

- **Responsible Party Command Structure** The person or persons responsible for a spill incident shall utilize an incident command system which is capable of rapidly, and readily integrating into the NIMS based ICS/US organization utilized by the STCZ ACP signatory agencies; and

- **Response Plan Approval** The National Oil and Hazardous Substance Contingency Plan (NCP, 40 CFR Part 300) requires that vessel, onshore facility, offshore facility, and pipeline response plans be compatible with the applicable Area Plan. Therefore, it is the policy of the Area Committee that vessel and facility contingency plans be consistent with the STCZ ACP.

Response plans are also prepared on the state and local level, most notably by the State Emergency Response Commissions (SERCs), and the Local Emergency Planning Commissions (LEPCs) established under the Title III of SARA. The level of development and activity of SERCs and LEPCs varies widely among the States and localities of Region VI. Each of the States in Region VI have organized SERCs. LEPCs have been organized in each state based on different geographic areas that vary by State. Contact information for Region VI SERCs and LEPCs can be obtained from the EPA website at http://www2.epa.gov/epcra/state-emergency-response-commissions-contacts#tx and http://www.txdps.state.tx.us/dem/CouncilsCommittees/lepc/lepcchair.pdf.

1430.1 Federal Role in Incident Response

The FOSC is the Federal official pre-designated by the EPA or the USCG to coordinate Reponses under subpart D of the NCP (40 CFR 300) or the government official designated to coordinate and direct removal actions under subpart E of the NCP. The FOSC can also be designated as the Incident Commander.

1430.2 State Role in Incident Response

The Texas Division of Emergency Management (TDEM) will ensure that all state resources are available for use by the lead agency. When required, TDEM will ensure the staffing and activation of the State Emergency Operation Center in Austin. This operation center will serve as the primary support network for the SOSC. The SOSC in turn can provide the support

necessary to assist the FOSC and the spiller. Within the emergency operations center structure, the disaster districts will be utilized as a conduit to and from the local community. Examples of the support that can be provided are: meteorological information provided by the TCEQ, legal and criminal enforcement assistance provided by the Attorney General's office, heavy equipment provided by the Texas Department of Highways, and aerial assistance provided by the Aircraft Pooling Board.

Reference 'Attachment 2' for additional State Response Framework protocol.

1430.2.1 Texas General Land Office (TGLO)

The TGLO is the lead state agency for response to oil spills that enter or threaten to enter the coastal waters of Texas. TGLO also coordinates the activities of other state agencies and provides scientific support for response and contingency planning in coastal and marine areas, including predictions of movement and dispersion of oil through trajectory and hydrologic modeling, and information on the sensitivity of coastal environments to oil and hazardous substances.

1430.2.2 Texas Commission of Environmental Quality (TCEQ)

The TCEQ is the state's lead agency in spill response to certain inland oil spills (crude oil spills emanating from oil or gas exploration, development, or production facilities are Railroad Commission jurisdiction), all hazardous substance spills (except those from exploration and production facilities), and spills of other substances which may cause pollution or adversely impact air quality in Texas.

The TCEQ and the Texas Department of Transportation (TXDOT), as provided in 25.264 (f) of the Texas Water Code, have developed a contractual agreement whereby TXDOT personnel, equipment, and materials may be used in state-funded cleanup actions. All expenses and costs resulting from cleanup activities are subject to reimbursement from the Texas Spill Response Fund.

1430.2.3 Railroad Commission of Texas (TRRC)

TRRC has jurisdiction over waste generated by oil and gas exploration and production activities, permits the drilling of oil and gas wells in Texas, including bay and offshore wells, and is responsible for protecting surface and subsurface water from pollution caused by exploration and production activities. Spills or discharges, whether hazardous or non-hazardous from crude oil or natural gas pipelines, are also within the jurisdiction of the TRRC; but spills from refined petroleum product pipelines are not. Products not under the jurisdiction of the TRRC include gasoline, diesel, and other fuel oil.

1430.2.4 State Response

For specific state response requirements, reference Attachment 2 'MOA between USCG and Texas Natural Resource Conservation Commission (TNRCC)". Any additional "unique" state requirements (regarding oil/spill response plans, resources etc…) will be added. ECD May 2013.

1430.3 Local Response Structure

The local response structure consists of the agencies below the state level, including Counties, Cities, etc. When a local jurisdiction holds interest in an incident they may be represented by the Liaison Officer, in the command staff, or may have response personnel integrate into position in the general staff. In larger incidents local jurisdictions may be incorporated as branch directors.

1430.4 Responsible Party Policy

Under the FWPCA as amended by OPA 90, the responsible party has primary responsibility for cleanup of a discharge. Per FWPCA Section 311 and OPA90 Section 4201, an owner or operator of a tank vessel or facility participating in removal efforts shall act in accordance with the NCP and the applicable response plan. FWPCA Section 311(j)(5)(C) as implemented by OPA90 Section 4202 states that these response plans ***SHALL***

- Be consistent with the requirements of the National Contingency Plan and Area Contingency Plans;
- Identify the qualified individual having full authority to implement removal actions, and require immediate communications between that individual and the appropriate UC official and the persons providing personnel and equipment pursuant to this clause;
- Identify, and ensure by contract or other means approved, the availability of private personnel and equipment necessary to remove to the maximum extent practicable a worst-case discharge (including a discharge resulting from fire or explosion), and to mitigate or prevent a substantial threat of such a discharge;
- Describe the training, equipment testing, periodic unannounced drills, and response actions of persons on the vessel or facility, to be carried out under the plan to ensure the safety of the vessel or facility and to mitigate or prevent a substantial threat of such a discharge;
- Be updated periodically; and
- Be resubmitted for approval of each significant change.

Each owner or operator of a tank vessel or facility required by OPA90 to submit a response plan shall do so in accordance with applicable regulations. Facility and tank vessel response plan regulations, including plan requirements for the Coastal Zone, are located in 33 CFR Parts 154 and 155, respectively; 30 CFR Part 254 for Off-shore facilities, and 49 CFR Part 194 for Pipeline. Facility response plan regulations for the inland zone are located in 40 CFR Part 112.

Each responsible party for a vessel or a facility from which oil is discharged, or which poses a substantial threat of a discharge, into or upon the navigable waters, adjoining shorelines or the Exclusive Economic Zone of the United States, is liable for the removal costs and damages specified in Subsection (b) of Section 1002 of OPA90. Any removal activity undertaken by a responsible party must be consistent with the provisions of the NCP, the Regional Contingency Plan (RCP), the South Texas Coastal Zone Contingency Plan (STCZ ACP), and the applicable response plan required by OPA90. If directed by the Unified Command at any time during removal activities, the responsible party must act accordingly.

1430.4.1 Responsible Party Compliance Guidance

Specific responsibilities of the RP include, but are not limited to:

- Assessment of discharge or release;
- Establishment of a command post, in concurrence with the other On-Scene Coordinators (OSCs)

- Documentation/identification of type and quantity of oil or hazardous substance discharged or released;
- Containment of the oil or hazardous substance spilled or released and protection of the environment, with a particular emphasis on sensitive areas;
- Provisions of input relative to cleanup priorities (i.e. waste minimization)
- Timely and effective cleanup;
- Disposal of oil, oily waste, and Hazardous substances;
- Restoration of damaged environmental/natural resources;
- Communication with local, state, and federal response agencies and organizations;
- Communication with the media;
- Payment for damages;
- Steps to prevent reoccurrence of discharges or releases; and
- Wildlife collection and care in conjunction with responsible state, local, and federal agencies.

The RP has the opportunity to conduct damage assessments when required by the state/federal agencies and/or when appropriate given the RP's available resources as determined by the UC.

1430.4.2 Oil Spill RP Representative

The RP shall designate a Responsible Party Incident Commander (RPIC) to join the FOSC and SOSC in a UC. The organizations required to have Vessel Response Plans (VRP) and Facility Response Plans (FRP) must designate a Qualified Individual (QI) to initiate spill response activity and serve as the initial RPIC.

1430.4.3 Fire/Salvage RP Representative

The responsible party (RP), or ship's master or designee, will maintain control over the vessel, crew, and passengers. The RP will assign a representative to the incident command post. His/her designee should be thoroughly familiar with the ship's fire fighting systems and should understand ICS**.** The RP shall deliver the vessel's Fire Control Plan and manifest to the first arriving fire fighting units.

1430.5 Industry Response Plans/Worst Case Discharges

The Oil Pollution Act of 1990 (OPA 90) amended section 311(j) of the Federal Water Pollution Control Act (FWPCA) to require the preparation and submission of oil spill response plans by the owners or operators of certain facilities and vessels. It also requires that the vessel or facility be operated in compliance with its submitted response plan. Failure to have submitted a response plan, and to have received approval of that plan, results in the prohibition of that vessel or facility from the handling, storing, or transporting of oil. A major feature of the OPA90 spill response plans is the requirement for vessel and facility owners and operators to identify and ensure the availability of, by contract or other approved means, personnel and equipment necessary to removes the "worst case discharge" to the "maximum extent practicable".

Section 9450 Contains planning scenarios for both a Vessel and off-shore platform Worst Case Discharge (WCD), within the STCZ boundaries.

1430.5.1 Off-Shore Facility Oil Spill Response Plan

Owners and/or Operators of an oil handling, storage, or transportation facility, and is located seaward of the coast line, must submit a spill-response plan to BSEE for approval. The spill-response plan must demonstrate that the owner/operator can respond quickly and effectively whenever oil is discharged from their facility. The requirements for Off-shore Oil Spill Response Plans can be found in 30 CFR Part 254.

1430.5.2 On-Shore Facility Response Plans

33 CFR Part 154 requires that the owner or operator of a "substantial harm" or "significant and substantial harm" facility, as defined in 33 CFR Part 155, submit a Facility Response Plan (FRP) to the local Captain of the Port. Section 4202(b)(4)(B) of OPA 90 precludes a facility from handling, storing, or transporting oil unless a FRP has been submitted to the Coast Guard. For all marine transportation-related facilities, reviews and approvals will be done by the local Coast Guard Captain of the Port. Information contained in the FRPs is based upon national planning standards and the response scenarios are intended to be used to develop a planning document and not establish a performance document of standard.

1430.5.3 Vessel Response Plans

Due to the transitory nature of vessel operations, all Vessel Response Plans (VRPs) are reviewed at the national level. Information contained in the VRPs is based upon national planning standards and the response scenarios are intended to be used to develop a planning document and not establish a performance document of standard. UC/ICs can utilize these plans to assist with a response to a Tank or Non-tank vessel. The following information should be available in a VRP.

- Tank Diagrams
- Emergency Contacts
- Contracted Response Resources
- Salvage and Marine Firefighting Plan
- Emergency Lightering Procedures

1430.5.4 Tank Vessel Response Plans

Vessel Response Plans (VRPs) are required for all Tank Vessels that are constructed or adapted to carry oil in bulk as cargo or cargo residue except: vessels exempted in 33 CFR Part 155.1015 and fishing and fish tender vessels of not more than 750 gross tons when engaged in fishing. The requirements for these plans can be found in 33 CFR Part 155 Subpart D.

1430.5.5 Non-Tank Vessel Response Plans

On September 30, 2013 The Department of Homeland Security, U.S. Coast Guard, promulgated a final rule to further protect the Nation from the threat of oil spills in U.S. waters. This final rule requires owners or operators of non-tank vessels to prepare and submit oil spill response plans. The Federal Water Pollution Control Act defines non-tank vessels as self-propelled vessels of 400 gross tons or greater that operate on the navigable waters of the United States, carry oil of any kind as fuel for main propulsion, and are not tank vessels. This final rule specifies the content of a response plan and addresses, among other issues, the requirement to plan for responding to a worst case discharge and a substantial threat of such a

discharge. Additionally, this final rule updates the international Shipboard Oil Pollution Emergency Plan requirements that apply to certain non-tank vessels and tank vessels. Finally, this final rule requires vessel owners or operators to submit their vessel response plan control number as part of already required notice of arrival information. This rulemaking supports the Coast Guard's strategic goals of protection of natural resources and maritime mobility.

1430.5.6 Shipboard Oil Pollution Emergency Plan (SOPEP)

The Act to Prevent Pollution from Ships was amended to incorporate the requirements regarding Shipboard Oil Pollution Emergency Plan (SOPEPs) of Annex I of the International Convention for the Prevention of Pollution from Ships 1973, as modified by the Protocol of 1978, as amended (MARPOL 73/78). SOPEPs are required to be carried on board all oceangoing oil tankers of 150 gross tons and above and all other vessels of 400 gross tons and above. SOPEPs are required to be reviewed and approved by the vessel's flag state (country) administration. For U.S. flag vessels 33 CFR Part 151.27 requires that the Coast Guard approve the plan. The purpose of a SOPEP is different than that of the vessel and facility response plans mandated by OPA 90. A SOPEP provides guidance to the ship's master and officers with respect to the onboard emergency procedures followed when a pollution incident has occurred or is likely to occur. These plans will often be in a checklist type format.

1430.5.7 Pipeline Response Plans

Owners and/or Operators of an onshore oil pipeline, because of its location, could reasonably be expected to cause substantial harm to the environment by discharging oil into or on the a navigable waterway of the United States or adjoining shoreline must have an Oil Spill Response Plan. The requirements for Pipeline Oil Spill Response Plans can be found in 49 CFR Part 194.

1440 Incident Command System

The unified incident command structure allows for a coordinated response, which takes into account the federal, state, tribal, local and responsible party concerns and interests when implementing the response strategy. The FOSC has the ultimate authority in a response operation and will only exert this authority, consistent with the NCP, if the other members of the unified incident command are not present or are unable to reach consensus quickly.
During responses to oil and hazardous substance spills, local agencies may be involved as part of the incident response, and may provide agency representatives who interface with the command structure thorough the Liaison Officer or the SOSC, or within the incident structure itself. When a UC is used, an Incident Command Post (ICP) and Joint Information Center (JIC) shall be established. The ICP shall be as near as practicable to the spill site. All responders (federal, state, tribal, local, and private) should be incorporated into the response organization at the appropriate level.

For a more detailed description of the Incident Command System to include definitions and position descriptions, Reference the USCG Incident Management Handbook (IMH) http://homeport.uscg.mil/ics/

1450 Area Exercise Mechanism

The FOSC shall periodically conduct drills of removal capability, without prior notice, in areas for which ACPs are required. This action will allow effective assessments of such plans and relevant vessel, and facility response plans. These drills may include participation by federal,

state, local agencies, owners and operators of vessels and facilities in the area, and private industry. The National Strike Force Coordination Center (NSFCC) will act as a clearinghouse for exercises, participating in the development, execution, and evaluation to the fullest extent practicable, with the cognizant program managers of the USCG and EPA. The NSFCC may, in conjunction with the cognizant program managers of the USCG and EPA, impose unannounced area or multi-area exercises. [NOTE: The NSFCC is responsible for executing the National Preparedness for Response Exercise Program (PREP). All USCG participation in exercises will be coordinated with and/or through the NSFCC.]

1450.1 National Preparedness for Response Exercise Program (NPREP)

The National Preparedness for Response Exercise Program (NPREP) was developed to establish a workable exercise program which meets the intent of Section 4204(a) of OPA 90, amending Section 311 (j) of the FWPCA, by adding a new subsection (6) and a new subsection (7) for spill response preparedness. The NPREP was developed to provide a mechanism for compliance with the exercise requirements, while being economically feasible for the government and oil industry to adopt and sustain. The NPREP is a unified federal effort and satisfies the exercise requirements of the Coast Guard, the EPA, the Pipeline and Hazardous Materials Safety Administration (PHMSA) Office of Pipeline Safety, and the Bureau of Safety and Environmental Enforcement (BSEE). Completion of the NPREP exercise will satisfy all OPA 90 mandated federal oil pollution response exercise requirements. NPREP addresses the exercise requirements for oil pollution response. There are additional industry planning and exercise requirements contained in other federal statutes, which are not address in the NPREP Guidelines. The NPREP represents the minimum guidelines for ensuring adequate response preparedness. If personnel with an organization believe additional exercises or an expansion of the scope of the NPREP exercises are warranted to ensure enhanced preparedness, they are highly encouraged to conduct these exercises. The NPREP exercise should be viewed as an opportunity for continuous improvement of the contingency/response plans and the response system. Plan holders are responsible for addressing any issue that arise from evaluation of the exercise and for making changes to the contingency/response plans necessary to ensure the highest level of preparedness.

1450.2 Participation in NPREP

Industry Plan holders are required to meet the pollution response exercise requirements mandated by the federal agency with regulatory oversight for the specific type of industry involved (e.g., vessel, marine transportation-related facilities, onshore and certain off-shore non transportation-related facilities, pipelines, offshore facilities). The NPREP satisfies these requirements. The NPREP is voluntary program. Plan holders are not required to follow the NPREP guidelines and, if they choose not to, may develop their own exercise program that complies with the regulatory exercise requirements. The NPREP guidelines can be found online at https://homeport.uscg.mil/

The NPREP is applicable to all industry response plan holders who elect to follow these guidelines Industry plan holders electing not to adopt the NPREP as their exercise program will be responsible for developing and documenting an exercise program that satisfies the appropriate federal oversight agency. If an industry plan holder has developed one response plan that covers a fleet of vessels or regional operations of offshore platforms, this plan holder would only be required to conduct on "set" of exercises for the plan, with the exception of the Qualified Individual notification exercises and the emergency procedure exercises, which are required for all manned vessels and unmanned barges as specified in 33 CFR Part 155.1060. The Eighth Coast Guard District coordinates the NPREP. For detailed information on the NPREP, the National Preparedness for Response Exercise Program (NPREP) handbook can be found online at: https://homeport.uscg.mil/mycg/

A four year NPREP Schedule for both the coastal and inland zones can be found by contacting the National Schedule Coordination Committee, located on Homeport: https://homeport.uscg.mil/mycg/portal/

The STCZAC will be integral throughout the entire PREP process. Proposed PREP exercise: Scope, objectives and scenario will be vetted through and approved by the Executive Steering Group (ESG) then briefed to the STCZAC. Any resulting 'lessons learned' from the PREP exercise will be included into the next schedule ACP update (or as needed).

1460 Federal Response Plan

For a description of the relationship between the ACP and the Federal Response Plan, reference the RRTVI RCP: FEDERAL RESPONSE PLAN: EMERGENCY SUPPORT FUNCTION #10

1470 Radiological Emergency Response Plan

For a description of the relationship between the ACP and the Federal Radiological Response Plan, reference the RRTVI RCP: FEDERAL RADIOLOGICAL EMERGENCY RESPONSE PLAN

1500 State/Local Response Policy

For Federal Agency policies regarding a response, reference Attachment 2, RRT VI RCP Subpart B and Section 1430.1 of this plan.

For State agency policies regarding a response, reference RRT VI RCP Subpart B and F as well as Attachment 2 and Section1430.2 of this plan.

For County/Local agency policies regarding a response, reference applicable county 'Emergency Management Plans' and/or the regional 'Catastrophic Response Plans' that the LEPC or 'Council of Governments' (COG) can access as needed. During an incident it is most likely that these plans will be accessible within activated EOCs. The USCG Sector Corpus Christi WQSB identifies and assigns LNOs that could be dispatched to each EOC to aid in overall response efforts and coordination. Also reference Section 1430.3 of this plan.

1600 National Policy and Doctrine

For National level guiding response doctrine, reference the National Contingency Plan (NCP) http://gisweb.glo.texas.gov/atlas/masterpage.pdf under "Other State & Federal Documents."

1610 Regional Response Doctrine

For Regional level guiding response doctrine, Reference the RRT VI RCP http://www.epaosc.org/site/doc_list.aspx?site_id=5083

1620 Area Response Doctrine

Pursuant to the National Contingency Plan (NCP; 40 CFR Part 300), area committees have been established for each area of the United States that has been designated by the President. The area committees are comprised of personnel from Federal and state agencies who coordinate response actions with tribal and local governments and with the private sector. Area

committees, under the coordinated direction of Federal On-Scene Coordinators (FOSC), are responsible for developing Area Contingency Plans (ACPs). Area committees are also required to work with the response community to develop procedures to expedite decisions for the use of alternative response measures. This plan serves as the South Texas Coastal Zone Area Committees Area Contingency Plan, and the Area Response Doctrine in regards to Oil discharges and Hazardous Substance releases.

1630 Public vs. Private Resource Utilization

The Oil Pollution Act of 1990 (OPA 90) reaffirmed the basic principle that the primary source of an oil spill preparedness and response system in the U.S. should be implemented and maintained by the private sector. It is not, nor should it be, the Coast Guard's intent to compete with the commercial oil and hazardous materials pollution response industry. The utilization of government resources in lieu of commercial resources can place the government in a competitive environment. This is not the intent of OPA 90, as it defeats the incentive for commercial enterprise to maintain equipment and trained personnel in a competitive market. The Coast Guard's pre-positioned response equipment, other publicly owned response equipment, and other initiatives under the Coast Guard's oil spill response program are only intended to supplement the oil and clean-up industry's response program or be used if the commercial industry does not have readily available resources, and only until such time that the Federal On-Scene Coordinator (FOSC) or the Unified Command decides to release the resources.

The FOSC has the authority and responsibility in accordance with the National Contingency Plan to contain, control, and carry out response activities for the removal of a discharge where a substantial threat to public health or welfare, or where natural resources are endangered. At the direction and discretion of the FOSC and the Unified Command, when the responsible party executes a suitable response, any government equipment deployed should be withdrawn as commercial equipment becomes available and is placed into service. The FOSC may consider using Coast Guard/Department of Defense (DOD) or Oil Spill Cooperative resources in such instances when the spill has been federalized and/or private sector resources cannot respond to the incident in a timely manner, or there are certain specific resources not available from the private sector. While it is the policy of the Commandant to mount an aggressive, timely, efficient response, the FOSC must be mindful that the use of government-owned equipment and resources is not to compete with the use of commercial resources. Government resource should only be used under specific circumstances:

- For "first aid" spill response until contracted commercial resources arrive on-scene and are operating.
- When commercial resources are not available. This assumes that the RP, Qualified Individual, Incident Commander, or cleanup contractor has sought commercial resources but they are not available.
- Government resources can supplement commercial resources.
- Government resources are not to be used for the convenience of the responsible party.

1630.1 Vessel Removal

Policy for removal and/or destruction of a vessel to protect the environment can be referenced in COMDINST 16465.5

1640 Best Response Concept

Best Response depends on the best efforts of the three components of the National Response System.

- Companies - those responsible for producing, handling, storing, and transporting oil and hazardous materials, and for arranging for mitigation of an accidental discharge or release
- Contractors - those who carry out response and cleanup in the event of a discharge or release; and
- Government - those Federal, state, and local agencies with oversight responsibility for the safe handling of oil and hazardous materials and for ensuring protection of the public and the environment in the event of a discharge or release.

Best Response protects our national interests. Each component must act responsibly, effectively, and cooperatively to accomplish the shared goal of minimizing the consequences of pollution incidents. Finally, Best Response demands that a response community builds a method to measure its own capability to achieve success. To do this kind of self-assessment the community must be able to recognize success. Key Business Drivers are the major categories within a Best Response model of things that have to be done if we are to accomplish the goal of Best Response - minimize the consequence of pollution incidents - and to be perceived as successful. Critical Success Factors are the specific things that a response must accomplish to be considered successful. There are a number of critical success factors for each Key Business Driver. An oil spill response that achieves all or most of these factors will, according to the Best Response precepts, be judged as a success.

1650 Cleanup Assessment Protocol

When spilled oil contaminates shoreline habitats, responders must survey the affected areas to determine the appropriate response. Although general approvals or decision tools for using shoreline cleanup methods can be developed during planning stages, responders' specific cleanup recommendations must utilize field data on shoreline habitats, type and degree of shoreline contamination, and spill-specific physical processes. Cleanup endpoints must be established early so that appropriate cleanup methods can be selected to meet the cleanup objectives. Shoreline surveys must be conducted systematically because they are crucial components of effective decisions. Also, repeated surveys are needed to monitor the effectiveness and effects of ongoing treatment methods (changes in shoreline oiling conditions, as well as natural recovery), so that the need for changes in methodology, additional treatment, or constraints can be evaluated.

NOAA's Shoreline Assessment Manual outlines methods that can be used to plan and conduct shoreline assessment after an oil spill, which then can be incorporated into the assessment results and into the UC's decision-making process for shoreline cleanup. The Shoreline Assessment Job Aid (http://gisweb.glo.texas.gov/atlas/masterpage.pdf) is a supplement to the manual. It contains visual examples of many of the terms you would use during shoreline assessments. Shoreline assessment is a function conducted under the Planning Section of the Incident Command System (ICS).

When to terminate specific oil spill cleanup actions can be a difficult decision; When is clean, clean enough? The increasing cost of the cleanup and the damage to the environment caused by cleanup activities must be weighed against the ecological and economic effects of leaving the remaining oil in place. The decision to terminate cleanup operations is site-specific. Cleanup usually cannot be terminated while the one of the following conditions exist:

- Recoverable quantities of oil remain on water or shores.

- Contamination of shore by fresh oil continues.
- Oil remaining on shore is mobile and may be refloated to contaminate adjacent areas and near shore waters.

Cleanup may normally be terminated when the following conditions exist:

- The environmental damage caused by the cleanup efforts is greater than the damage caused by leaving the remaining oil or residue in place.
- The cost of cleanup operations significantly outweighs the environmental or economic benefits of continued cleanup.

FOSC, after consultation with the members of the Unified Command, determines that the cleanup should be terminated.

Under Coast Guard Authority, once an oil/hazmat threat has been mitigated to the FOSC's statutory satisfaction, and as long as the vessel is not a threat to a federal channel, nor is deemed a hazard to navigation, the vessel location will be sent to District to be charted and plotted for the safety of mariners. However, federal, state, & local responders should work in close coordination as statutory authorities may differ. For instance, where one agency cannot effectively remove the vessel, another agency may have the authority to do so.

The FOSC will monitor the cleanup actions taken by the RP. Once the cleanup phase is complete, the FOSC will no longer be necessary, as all mitigation is considered complete.

1660 Response Technologies

1660.1 Dispersant Approval/Monitoring/Decision Protocol

During the Deepwater Horizon BP oil spill in 2010, dispersants were used in unprecedented volumes and applications for any spill occurring within the waters of the United States. Due to the perceived uncertainties that surrounded using dispersants in such a manner, media visibility and scrutiny on the subject was greater than ever, and certain misinformation was ultimately circulated regarding the impacts. As a result of the scrutiny and ongoing litigation, it is unlikely that the FOSC, without the assistance of a Responsible Party, will be able to acquire the necessary permission to access and use a dispersant stockpile, absent relief from a dispersant manufacturer, on a federalized response. Therefore, FOSCs should plan for complications that are likely to preclude the usage of dispersants on spills where there is no viable responsible party.

The dispersant pre-approval is designed to provide for the timely use of dispersants along with mechanical techniques and in-situ burning for offshore oil spill responses. The objective of the Regional Response Team VI (RRT VI) FOSC Dispersant Pre-approval Guidelines and Checklist is to provide for meaningful, environmentally safe, and effective dispersant operation. The programmed checklist approach allows the FOSC to quickly arrive at a logical "GO/NO GO" decision. This gives the dispersant operation the opportunity to begin in a timely manner that is consistent with attempting to maximize the effectiveness of dispersant use as a countermeasure to reduce the impact of oil spills. Nothing in this process is intended to address responder immunity for any Oil Spill Removal Organization (OSRO) or to indemnify a dispersant manufacturer against any future litigation.

Should an FOSC be approached by any OSRO requesting certain language in any response documentation in order to bolster a derivative immunity defense, the FOSC should immediately seek assistance from their CG District Eight legal office and notify the Office of Maritime and International Law (CG-0941), Prevention Law Division duty attorney, through the National Command Center (NCC). Access to the CG District Eight legal attorney is available 24/7 via the CG District Eight command center at 504-589-6225. NCC 24/7 contact via 202-372-2100. Additionally, FOSCs are requested to contact their servicing legal staffs and CG-0941, Prevention Law Division duty attorney, via above means 24/7, as soon as it is contemplated that dispersants will be used on ANY oil spill.

Reference Section 3290.1 and 3290.5

1660.2 In-Situ Burn Approval/Monitoring/Decision Protocol

Reference Section 3290.2 and 3290.5

1660.3 Bioremediation Approval/Monitoring/Decision Protocol

Reference Section 3290.3 and 3290.5

1660.4 Special Monitoring of Applied Response Technologies (SMART)

Special Monitoring of Applied Response Technologies (SMART) is a cooperatively designed monitoring program for in situ burning and dispersants. SMART relies on small, highly mobile teams that collect real-time data using portable, rugged, and easy-to-use instruments during dispersant and in situ burning operations. Data are channeled to the Unified Command (UC) (representatives of the spiller and the state and federal governments who are in charge of the spill response) to address critical questions:

- Are particulates concentration trends at sensitive locations exceeding the level of concern?
- Are dispersants effective in dispersing the oil?

Having monitoring data can assist the Unified Command with decision-making for dispersant and in situ burning operations.

The SMART program is a joint project of these agencies:

- U.S. Coast Guard
- NOAA
- U.S. Environmental Protection Agency
- Centers for Disease Control and Prevention
- Bureau of Safety and Environmental Enforcement

1670 Wildlife Acts

Federal Mandates

The Federal Oil Pollution Act 1990 (OPA 90), incorporated into the NCP, required that a Fish and Wildlife and Sensitive Environments Plan be developed in consultation with the USFWS, the National Oceanic and Atmospheric Administration (NOAA), and other interested parties, including state fish and wildlife agencies (33 U.S.C. 1321(d)(2)(M)). The plan must include "immediate and effective protection, rescue, rehabilitation of, and minimization of risk of damage to fish and wildlife resources and habitats that are harmed or that may be jeopardized by a discharge". Additionally, 30 CFR Part 300.210(c)(4) sets forth the requirements for this plan as an annex to Area Contingency Plans. The Wildlife Response Plan has been written in conjunction with other sections of our Area Contingency Plan to address the federal

requirements. Certain other federal and state laws also apply to oil spill response. Of particular concern is compliance with the Migratory Bird Treaty Act, Marine Mammal Protection Act, Endangered Species Act, and state wildlife rehabilitation rules.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA), 16 U.S.C. 703-711, protects most bird species in the United States and requires specific authorization (or exemptions) to conduct activities that may result in a "take" of migratory birds. "Take" is defined as "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect or attempt to engage in any such conduct". Most response actions that would result in a take are permitted by issuance of a Migratory Bird Rehabilitation Permit (50 CFR Part 21.31). A rehabilitation permit authorizes recovery, temporary possession, transport, and rehabilitation of oiled migratory birds. The permit provisions also allow authorized individuals to euthanize migratory birds that are medically determined to have poor prospects of survival. Permitted rehabilitators must be authorized to work on a specific oil spill incident by USFWS and the Federal On-Scene Coordinator (FOSC). USFWS policy requires spill responders to comply with the care standards outlined in *Best Practices for Migratory Bird Care During Oil Spill Response*, which is incorporated as a requirement of this Area Contingency Plan. This Wildlife Response Plan adopts the operational guidelines as well as the standard of care requirements of the *Best Practices for Migratory Bird Care During Oil Spill Response*. http://www.fws.gov/contaminants/Documents/best_practices.pdf .

The Migratory Bird Rehabilitation Permit stipulates that specific authorization to remove dead oiled birds must be obtained from the USFWS for each spill incident. The Wildlife Branch, in consultation with the trustee agencies, will develop protocols and authorizations for removing dead oiled birds for each incident.

For further descriptions and/or considerations of current Wildlife Acts that could affect response operations, reference all applicable wildlife refuge plans:
http://gisweb.glo.texas.gov/atlas/masterpage.pdf

1670.1 Endangered Species Act

The Endangered Species Act of 1973 (ESA), 16 U.S.C. 1531-1543, has strict permit requirements for the handling of threatened and endangered species (listed species). Permitting requirements apply (with a few exceptions) for any species listed as threatened or endangered. A Migratory Bird Rehabilitation Permit (see above) authorizes the recovery, temporary possession, transport, and rehabilitation of oiled threatened and endangered species of migratory birds with no additional ESA permits required.

In the event of an oil spill or hazardous substance release, the ESA must be considered in the development of Federal response activities and actions during an oil spill response. As the spill response occurs, the FOSC must consult with the natural resource trustees as described in Section V.B of the *Inter-agency Memorandum of Agreement Regarding Oil Spill Response Activities Under the Federal Water Pollution Control Act's National Oil and Hazardous Substances Pollution Contingency Plan and the Endangered Species Act (ESA MOA)*. The Environmental Unit as outlined in the ESA MOA will address ESA Section 7 Consultation requirements. However, the Wildlife Branch will be instrumental in documenting the effects of response actions on listed species. Coordination between the Wildlife Branch and the Environmental Unit is critical to accomplishing this task.

There is a contingency under the Marine Mammal Protection Act that gives a waiver for the "take" of marine mammals by Federal or State employees for the health and safety of the animals or for human safety. There is no such exemption under the Endangered Species Act but, a scientific research and enhancement permit (No. 932-1489) held by NOAA's Marine Mammal Health and Stranding Response Program covers oil spill-related actions under the MMPA and ESA.
*Reference 'Attachment 4' "Regional Response Team VI" Spill Response Emergency Endangered Species Consultation" Form as needed.

Marine Mammal Protection Act

Under the Marine Mammal Protection Act (MMPA), 16 U.S.C. 1379, Section 109(h)(1)), federal, state, and local government officials, or persons designated under MMPA Section 112(c) by the relevant Secretaries of the Departments of the Interior or Commerce, may take marine mammals during the course of their official duties if such taking is for the protection or welfare of the mammal, the protection of public health and welfare, or the non-lethal removal of nuisance animals. Government contractors conducting officially authorized oiled wildlife spill response related activities and acting under the direct supervision of the Wildlife Branch Director are regarded as spill response employees and may take marine mammals *if* the Wildlife Branch *is activated* and the Wildlife Branch Director is authorized pursuant to Section 109(h) of the Marine Mammal Protection Act and implementing regulations (USFWS, National Marine Fisheries Service, state wildlife agency), or is designated by the National Oceanic and Atmospheric Administration under 16 U.S.C. 1382 Section 112(c). "Take" is considered appropriate for the purposes of recovery and transport of marine mammals (live or dead) to a designated location, rehabilitation by an authorized facility, return to the wild, or for the collection of evidence. If oiled wildlife spill response personnel are contract employees of a non-government entity and not otherwise authorized pursuant to Section 109(h) or 112 (c) of the Marine Mammal Protection Act, authorization to take marine mammals during spill response activities must be obtained directly from the appropriate Federal trustee (USFWS or NOAA National Marine Fisheries Service). Likewise, if the Wildlife Branch is not activated, authorization to take marine mammals must be obtained directly from the appropriate federal trustee (USFWS or NOAA National Marine Fisheries Service) pursuant to 16 U.S.C. 1382 Section 112(c).

Reference RRT VI 'RCP Appendix A' and the TGLO Tool Kit:
http://gisweb.glo.texas.gov/atlas/masterpage.pdf

1680 National Historic Preservation Act

Reference RRT VI 'RCP Appendix B' and the TGLO Tool Kit:
http://gisweb.glo.texas.gov/atlas/masterpage.pdf

1690 Alternative Response Tool Evaluation System (ARTES)

During an oil spill or hazardous substance release, the OSC may consider using non-conventional alternative countermeasures (a method, device, or product that has not been typically used for spill response). To assess whether a proposed countermeasure could be a useful response tool, it is necessary to quickly collect and evaluate the available information about it.

To aid in evaluating non-conventional alternative countermeasures in particular, the Alternative Response Tool Evaluation System (ARTES) was developed. ARTES can also be used to evaluate proposed conventional countermeasures. It's designed to evaluate potential response

tools on their technical merits, rather than on economic factors. ARTES is designed to work in concert with the National Contingency Plan Product Schedule and the Selection Guide for Oil Spill Applied Technologies.

For more information regarding ARTES refer to the NOAA Office of Response and Restoration Website http://response.restoration.noaa.gov/

2000 COMMAND

2100 Unified Command Organization

To view the "Operational Planning P" for 'Command Activities' reference
http://homeport.uscg.mil/ics/

2110 Incident Command/Unified Command

The Area Committee has adopted the NIMS based Incident Command System (ICS) as the basic model for managing a coordinated response. Under the Unified Command Structure, the Federal government, state, and responsible party will each provide an On-Scene Coordinator (OSC) or Incident Commander (IC), who will consult each other and share decision-making authority regarding spill response and clean-up management issues depending on the circumstances of the incident, a local or tribal entity may also provide an OSC. Together, these OSCs will jointly serve as the Unified Command.

Incident Commanders for oil discharges and hazardous substance releases will, whenever possible and practical be organized under the Unified Command Structure which includes, but is not limited to:

- The pre-designated Federal On-Scene Coordinator (FOSC);
- The State On-Scene Coordinator (SOSC); and
- The representative of the Responsible Party (RP).

To be considered for inclusion as a UC member, the following criteria must be met:

- The organization must have jurisdictional authority and functional responsibility under a law or ordinance for the incident;
- The organization must be specifically charged by law or ordinance with commanding, coordinating, or managing a major aspect of the incident response;
- The incident or response operations must have an impact on the organization's Area of Responsibility (AOR); and
- The organization should have the resources to support participation in the response organization.

Agencies not meeting the above criteria, but whose geographical boundaries are impacted by an incident and/or response, may provide a representative who will interface with the command structure through the Liaison Officer, the SOSC, or who may be assigned to another position in the response organization.

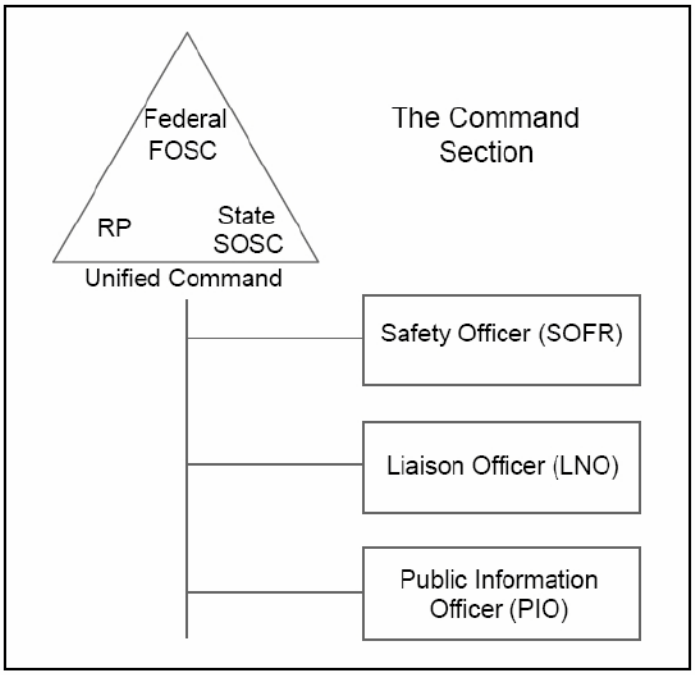
Actual Unified Command makeup for a specific incident will be determined on a case-by-case basis, taking into account:

- The specifics of the incident;

- Determinations outlined in the four criteria listed above; and
- Decisions reached during the initial meeting of the Unified Command.

The makeup of the Unified Command may change as the incident progresses, in order to account for changes in the situation.

The Unified Command is responsible for the overall management of the incident. The Unified Command directs incident activities including the development and implementation of strategic decisions, approval of the incident action plan, and approves the ordering and releasing of resources. It is expected that each Unified Command member will have the authority to make decisions and commit resources on behalf of their organization.



Incidents that are multi-jurisdictional, or have several agencies involved, may require Command to appoint a Liaison Officer (LNO) on the Command Staff. Responsibilities are outlined as follows:

- Provide a point of contact for assisting and cooperating agencies responding to the incident.
- Identify the Agency Representatives from each agency including their telephone, radio, email, and other contact information
- Maintain a list of coordinating and interagency contacts.
- Assist in establishing and coordinating interagency contacts.
- Keep agencies supporting the incident aware of the incident's status.
- Monitor incident operations to identify current or potential inter-organizational issues and advise Command as appropriate.

- Participate in planning meetings and provide current resource status information, including limitations and capabilities of assisting agency resources.
- Coordinate activities, briefings and tours of visiting dignitaries
- Coordinate the recruitment, registration, training, and assignment of Volunteers supervised by appropriate volunteer organizations

USCG Sector Corpus Christi's 'Watch Quarter Station Billet' (WQSB) and the Texas General Land Office (TGLO) have pre-identified trained personnel to respond to, and assimilate within an Incident/Unified Command. Incident Management Team (IMT) assignments are based on an individual's experience and incident specific qualifications. Both agencies staff enough to account for multiple shifts and/or multiple Operational Periods.

For more ICS position description information, reference the IMH and specific Job Aids at: http://homeport.uscg.mil/ics/

2110.2 Federal On-Scene Coordinator Representative

USCG Sector Corpus Christi maintains emergency response teams for any discharge of oil or release of hazardous substances within the coastal zone. These teams vary in size based on the nature of the incident. In all cases, they are tasked with assessing the discharge to determine response measures, monitor and supervise pollution countermeasures, document all phases of the response, conduct investigations to determine source, cause and responsible party, initiate enforcement actions, and act for the FOSC as an on-scene representative or until their arrival.

The EPA Emergency Response Program consists of emergency response FOSCs located at the Dallas, TX regional office, but they may respond to any location throughout the region, or throughout the country, as needed. The FOSCs are responsible for determining the source, cause, and responsible party, as well as initiating source control and enforcement actions as appropriate. Additional responsibilities include ensuring containment cleanup and disposal are carried out adequately, notification of all Natural Resource Trustees, and coordination of activities with federal, state, tribal, and local agencies. EPA also has access to technical assistance contractors who can provide technical oversight and other resources at spill and uncontrolled hazardous waste sites. In some cases, EPA's technical assistance contractor may arrive on scene prior to the FOSC. Prior to the arrival of the EPA OSC, the EPA contractor will cooperate with on-site agencies but will take direction through the EPA OSC only.

2110.2.1 USCG National Strike Force Coordination Center (NSFCC)

The NSFCC can provide the following support to the OSC:

- Respond with trained personnel and specialized equipment to prevent, contain and/or remove spills of oil and releases of hazardous material;
- Provide spill management expertise;
- Provide guidance for preplanning and response to weapons of mass destruction incidents;
- Assist with response planning and consultation;
- Conduct operational training in oil and chemical spill response techniques and equipment usage;
- Participate with the response, coordination, control and evaluation of National Preparedness for Response Exercise Program (PREP) training and exercises;

- Technical assistance, equipment and personnel to augment the FOSC staff during incident response;
- Identify, locate, and assist in the transportation of specialized equipment needed for any type of response;
- Provide support from the Public Information Assist Team (PIAT) to FOSCs during incident responses or exercise training;
- Assist in coordinating the use of private and public resources in support of the FOSC during a response to or a threat of a worst case incident;
- Review Area Contingency Plans (ACP), including evaluation of equipment readiness and coordination among responsible public agencies and private organizations;
- Assist in location of spill response resources for both response and planning, using the NSFCC's national and international computerized inventory of spill response resources in the Response Resource Inventory (RRI) data base which includes the OSRO/PAV programs;
- Inspection of district pre-positioned pollution response equipment.

2110.3 State On-Scene Coordinator Representative

The Texas Oil Spill Prevention and Response Act of 1991 has pre-designated the Texas General Land Office as the lead agency (SOSC) to direct the State's response for oil spills in coastal waters. For hazardous materials spills, the Texas Commission on Environmental Quality (TCEQ) serves as lead agency. Also reference 'Attachment 2.'

2110.4 Local Representation within the Unified Command

When a local jurisdiction holds interest in an incident they will communicate their concerns to the Unified Command via the Liaison Officer or the SOSC, or may be assigned to another position in the response organization.

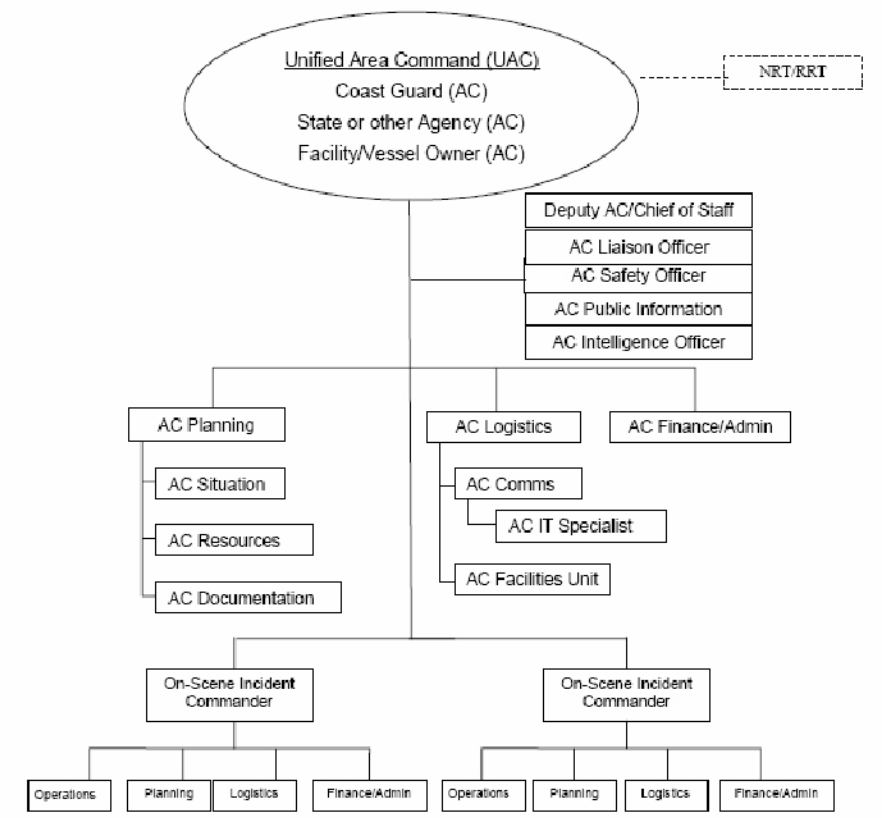
2110.5 Responsible Party

The responsible party has the primary responsibility to conduct spill cleanup. This makes them a key member of a Unified Command. Reference Section 1430.4 for additional information and RP responsibilities.

2110.6 Area Command

An Area Command is established when the complexity of the incident and incident management span-of-control considerations so dictate. Generally, the administrator(s) of the agency having jurisdictional responsibility for the incident makes the decision to establish an Area Command. The purpose of an Area Command is either to oversee the management of multiple incidents that are each being handled by a separate ICS organization or to oversee the management of a very large or complex incident that has multiple incident management teams engaged. This type of command is generally used when there are a number of incidents in the same area and of the same type, such as two or more oil spills. These are usually the kinds of incidents that may compete for the same resources. When incidents are of different types and/or do not have similar resource demands, they are usually handled as separate incidents or are coordinated through an EOC. If the incidents under the authority of the Area Command span multiple jurisdictions, a Unified Area Command should be established. This allows each jurisdiction involved to have appropriate representation in the Area Command.

The structure of the Area Command follows standard ICS organization except there is no operations section. An example is provided on the next page.



2120 General Response Priorities

Response objectives, in general, are in the following order:

- Protecting the safety and health of responders and the public
- Reducing the impact to the environment
- Protecting property

2130 Guidance for Setting Response Objectives

The typical response objectives for an oil spill response are:

- Ensure the safety of citizens and response personnel

- Control the source of the spill
- Manage a coordinated response effort
- Maximize protection of environmentally sensitive areas including wildlife and historic properties
- Contain and recover spilled material
- Recover and rehabilitate injured wildlife
- Remove oil from impacted areas
- Minimize economic impacts
- Keep stakeholders informed of response activities
- Keep the public formed of response activities

2130.1 Area Specific Response Objectives

The following are example objectives applicable to this plan; they can be used as is or modified in response specific risk applications. Objectives need to be specific, measurable, achievable, reasonable, and time-specific to be affective. Also, incident specific objectives may be needed that are not represented in the below examples.

Safety

- Provide for the safety and welfare of citizens and response personnel
- Provide for the safety and security of responders as well as maximize the protection of the public health and welfare
- Identify safety and risk management factors and monitor for compliance for both the public and responders
- Implement practices that allow for the safety and welfare of vessel passengers and non-essential crew
- Conduct Operational Risk Assessment and ensure controls are in place to protect the responders and the public

Fire/Salvage

- Assess damage/stability; develop and implement a salvage plan
- Implement the salvage and tow plan
- Extinguish fire
- Stabilize and salvage vessel(s)

Waterways Management

- Conduct port assessment and establish priorities to facilitate commerce
- Develop/implement transit plan to include final destination/berth(s) for vessels
- Identify safe refuge/berth for impacted vessels.

Oil/Hazmat Substances

- Initial action to control the source and minimize the volume discharges/released
- Determine oil/hazmat substance fate and effect (trajectories)
- Identify sensitive areas, develop strategies for protection and conduct pre-impact shoreline debris removal
- Conduct an assessment and initiate shoreline cleanup efforts
- Remove product from impacted area
- Contain, cleanup, recover, and dispose of spilled product(s)

Environmental

- Protect environmentally sensitive areas including wildlife and non-environmental properties
- Identify threatened species and recover and rehabilitate injured wildlife
- Examine efficacy and, if appropriate, utilize alternative technologies to support response effort

Management

- Manage a coordinated interagency response effort
- Establish an appropriate Incident Management Team organization that can effectively meet the initial and long term challenges required to mitigate the incident
- Identify all appropriate agency/organization mandates, practices, and protocols for inclusion in the overall response effort
- Identify and minimize social, political, and economical adverse effects
- Implement a coordinated response with other response agencies
- Evaluate all planned actions to determine potential impacts to social, political, and economic entities
- Identify competing response activities (SAR and Pollution mitigation) to ensure that they are closely coordinated
- Identify and establish incident support facilities to support interagency response efforts
- Keep the public, stakeholders, and the media informed of response activities
- Ensure appropriate financial accounting practices are established and adhered to
- Establish internal/external resource ordering procedures are established and adhered to
- Establish an incident document system

- Establish an appropriate means of communications with stakeholders and other agency or organization coordination facilities

2200 Safety

To view the "Operational Planning P" for 'SOFR Activities' reference:
http://homeport.uscg.mil/ics/

All spill response activities pose varying dangers to responders. The priority of any response activity is to protect the health and safety of the responders and the public. To do this, the chemical and physical hazards associated with each operation must be assessed, and methods implemented to eliminate or reduce those hazards. The Safety Officer (SOFR) function is to develop and recommend measures for assuring personnel safety and to assess and/or anticipate hazardous and unsafe situations from compounding the incident.

2210 Site Characterization and Site Safety Plan

In an effort to categorize & prioritize hazards, the Safety Officer (SOFR) will conduct an initial risk assessment upon reporting to the incident and continue to do so during each Incident Action Plan (IAP) development evolution (usually at the tactics meeting). Doing so for each operational period will provide for continuous hazard prioritization and consequential development of appropriate controls (usually annotated on an ICS-215a-CG and ICS 208 Site Safety Plan). The process will:

- Account for all personnel on scene (with assistance from the RESL).
- Confirm injuries, fatalities & threats to public. •

Confirm threats to responders.

- Confirm exclusion, safety, hazard zones; evacuation areas and places of safe refuge. •

Review the scene and its specific site hazards.

- Evaluate probability and consequence of hazards.
- Develop engineering, administrative and personal protective equipment controls for hazards

The ICS Compatible Site Safety and Health Plan is designed for safety and health personnel that use the Incident Command System (ICS). It is compatible with ICS and is intended to meet the requirements of the Hazardous Waste Operations and Emergency Response regulation (Title 29, Code of Federal Regulations, Part 1910.120). The plan avoids the duplication found between many other site safety plans and certain ICS forms. It is also in a format familiar to users of ICS. Although primarily designed for oil and chemical spills, the plan can be used for all hazard situations. The ICS 208-CG SSP (to include examples) can be found at: http://homeport.uscg.mil/ics/ as well as http://gisweb.glo.texas.gov/atlas/masterpage.pdf on the "ICS" page.

For examples of ICS 208 Site Safety Plans (SSPs), reference: http://homeport.uscg.mil/ics/ Library > ICS > Forms

2220 OSHA Training for Volunteers

This Section recognizes that public-interest volunteers and special interest groups will frequently seek to contribute to, and be actively involved in, mitigating the adverse

effects on the environment. While in a strict legal sense the provisions of 29 CFR 1910.120 may not in general apply to such volunteers, there is a responsibility for the *Safety and Health Training Plan* to address such personnel as well. Accordingly, this Section is guided by the fundamental objective of the Occupational Safety Health Act of 1970 (OSHA) and subordinate regulations - to protect "workers" from unreasonable risks to their physical safety and health in the performance of their duties. Also reference Section 4310.

STCZAC Measures for volunteers can be found in Appendix B and Appendix F.

For additional information on Volunteer safety/training, statutes and authorities, reference the NRT 'Use of Volunteers Guidelines For Oil Spills' at:
http://www.nrt.org/production/NRT/NRTWeb.nsf/PagesByLevelCat/Level2UseofVolunteersMOU?Opendocument

2300 Information

2310 PIO Protocol

The Public Information Officer (PIO) is responsible for developing and releasing public information about the incident to the news media and public, to incident personnel, and to other appropriate agencies and organizations. Only one PIO will be assigned for each incident, including incidents operating under UC and multi-jurisdiction incidents. The PIO may have as many assistants as necessary. The assistants may also represent jurisdictional agencies, the Responsible Party, or other Response Partners responding to the incident. Major responsibilities of the PIO include:

- Establish a NIMS-compatible Joint Information System (JIS) and, if needed, a physical and/or virtual Joint Information Center (JIC).
- Contact the jurisdictional agencies and Responsible Party to coordinate public information activities.
- Gather incident information from Command, Planning's Situation Unit, other Sections and sources as needed.
- Prepare initial information summary as soon as possible after arrival.
- Observe constraints on the release of information imposed by Command.
- Obtain approval for release of information from Command. Prepare and disseminate news releases, photos, videos and other public information.
- Attend Command meetings to obtain the latest incident information and brief Command on public information strategies, rumors and public concerns.
- Arrange for media interviews and briefings by Command and incident personnel.
- Escort any media or public visitors authorized to tour incident sites.
- Respond to special requests for information.
- Obtain media information that may be useful to incident planning.

- Maintain current information summaries and/or displays of the incident and provide information on the incident's status to incident personnel.
- Resolve conflicting information and correct any factual errors as soon as possible.

2310.1 Public Information Officer Checklist

The following checklist(s) will aid in PIO process and protocol

____1. Command designates the PIO for the incident. This position should be filled by the most qualified public affairs representative from the FOSC, SOSC, LOSC or Responsible Party. Ensure all pertinent media outlets know who the PIO is and understand that the PIO reports to Command.

____2. Establish a NIMS-compatible Joint Information System (JIS), and if needed, a physical and/or virtual Joint Information Center (JIC).

____3. Complete a Fact Sheet and prepare a 30-second Media Statement consisting of about 150 words maximum.

____4. Distribute the Fact Sheet and Media Statement to the USCG's online media database and other appropriate stakeholders, and post to the JIC website and/or USCG D8 External Affairs website.

____5. Use phone screening system such as watch standers or automated system to direct news media to the appropriate website or JIC phone number.

____6. Have at least three dedicated phone lines available for JIC or public affairs use: incoming (published), outgoing (unpublished), and facsimile. Publication of personal cell phone numbers for JIC or public affairs use is not recommended.

____7. Contact USCG D8 External Affairs at the outset of any major spill or incident to request any additional public affairs personnel and assistance.

____8. If more public affairs personnel and assistance are needed, alert the National Strike Force Coordination Center (or after hours, the National Response Center) to request the Public Information Assist Team (PIAT). The FOSC may request PIAT assistance at any time regardless of spill size.

____9. Update Fact Sheet and Media Statement at least daily and disseminate by email or fax major media outlets.

____10. Schedule a Media Briefing with the PIO (or a formal News Conference with the UC) at least daily when media interest is high. If unsure of media interest, ask reporters; they will tell you whether the story is newsworthy enough to schedule a Media Briefing with the PIO (or formal News Conference with the UC).

____11. The primary purpose of the Media Briefing or News Conference is to provide the UC's assessment of the progress of the response; its secondary purpose is to answer media questions.

____12. Coordinate with Liaison Officer to escort and brief any VIP visitors (such as elected officials, agency directors, and celebrities). The PIO is responsible for handling media coverage of the VIP visits.

____13. Coordinate with Liaison Officer to establish a Volunteer program administered by appropriate volunteer organizations. The PIO is responsible for issuing news releases or public service announcements about Volunteer opportunities, recruitment and training.

____14. During major spills or incidents, recommend that Command designate an Aide to coordinate their schedule of meetings, briefings, tours and interviews. Their accessibility and time are critical in such incidents and must be scheduled carefully.

____15. Schedule the PIO to brief Command at least once a day regarding media coverage of the incident and the specific public information messages and strategies for that day and the next Operational Period.

2320 Joint Information Center (JIC)

During a major oil spill where media activity is expected to last several days, the OSC may establish a Joint Information Center (JIC) to coordinate Public Affairs activities. The role of the JIC includes:

- Providing multiple phone lines for incoming calls, manned by knowledgeable individuals.
- Ensuring Federal, State, local agency, and representatives for the responsible party are available to the media.
- Issuing press releases to the media and providing copies to response officials.
- Scheduling and coordinating news media briefings.
- Providing the responsible party an opportunity to coordinate their media efforts with those of the OSC.

It is recommended that the JIC be kept separate from the command center. This provides greater control of information flow without generating disturbances in response operations. Equipment needs for the JIC vary depending upon the size of the incident.

2330 Media Contacts

The media form should be filled out to ensure that the appropriate media sources are kept informed of the spill cleanup efforts. This form serves as a handy tool in faxing out press releases. A similar form should be completed to ensure other Federal, State and local are also kept abreast of the situation

See Section 9240.2 Media (Television, Radio, and Newspaper) for list of area contacts.

Government Resources: The District Public Affairs office is ready to assist an OSC by providing Public Affairs specialists for media liaison and photo documentation. This office should be contacted as the primary resource for public affairs assistance. A Coast Guard Public Information Assist Team (PIAT) is also available to OSC's when additional personnel or expertise are required to accommodate the media. PIAT is a specialized, self-contained public affairs resource that is available through the National Response Center (800-424-8802) or National Strike Force Coordination Center (919-330-6000). All public affairs resources will work directly for the OSC. In the event a JIC is established, the responsible party should provide a spokesman to the JIC to facilitate "one stop shopping" for media.

Additional PIO/JIC duties, contacts and media forms can be found within the USCG Sector PIO handbook.

Sector Corpus 24 hour PIO:	(361) 438-0176
District 8 External Affairs:	(504) 671-2020

Reference Section 9210.6 for additional PIAT contact information.

For more ICS position description information and organizational charts, reference the IMH and specific Job Aids at: http://homeport.uscg.mil/ics/

Reference the NRT 'JIC Model Job Aid' as needed, at:
http://www.nrt.org/production/NRT/NRTWeb.nsf/PagesByLevelCat/Level1GuidanceTechnicalAssistancePlanning?Opendocument

2400 Liaison

Liaison Officer (LNO) is the point-of-contact for agency representatives assigned to the incident by assisting or cooperating agencies.

2410 Agency Representative

An agency or jurisdiction will often send tactical resources to assist at an incident, an "assisting agency". These agencies may also send an Agency Representative to work with the incident management team to coordinate between agencies or jurisdictional considerations. Agency Representatives report to the Liaison Officer. Other agencies such as the Red Cross may also be involved in the incident, and are called cooperating agencies. Their Agency Representative would also report to the Liaison Officer.

2420 Incident Investigation

Investigators from Federal and state agencies will not normally be a part of the Unified Command. While personnel may report to individuals that are part of the Unified Command in their day-to-day chain of command, the investigators should be separate so as not to introduce polarized forces into the Unified Command system. Coordination with Unified Command may be done through the Liaison Officer.

2430 Natural Resource Damage Assessment (NRDA)

Natural Resource Damage Assessment (NRDA), while outside the sphere of most emergency spill response actions, does have a distinct roll in coordinating with the response to protect and limit damages to natural resources. While, NRDA activities generally do not occur within the structure, processes, and control of the Incident Command System; NRDA staff should remain coordinated with the spill response organization, and need to work with the LNO to coordinate with the Unified Command, Environmental Unit, Wildlife Rescue/Rehabilitation Branch, and the Scientific Support Coordinator to resolve any problems or address areas of overlap. In some cases NRDA staff may integrate into the Environmental Unit to facilitate coordination of environmental assessment activities and protection strategies. Particularly in the early phase of a spill response, many NRDA activities may overlap with environmental assessments performed for the sake of spill response. These environmental assessments should be coordinated by both response and the NRDA staff to efficiently and effectively collect the required information. NRDA resource requirements and cost fall outside the responsibility of the Logistics and Finance sections, however, where joint efforts are conducted, coordination is again important.

2440 Multiagency Coordination System

Multiagency coordination is a ***process*** that allows all levels of government and all disciplines to work together more efficiently and effectively. Multiagency coordination occurs across the different disciplines involved in incident management, across jurisdictional lines, or across levels of government. Multiagency coordination can and does occur on a regular basis whenever personnel from different agencies interact in such activities as preparedness, prevention, response, recovery, and mitigation.

For more ICS and MACs information, reference the IMH and specific Job Aids at:
http://homeport.uscg.mil/ics/

2450 Federal/State/Local Trustees

For a list of agency contacts and stakeholders (to include environmental, economic and political) reference section Sections 1310 and 9200 as well as:
http://gisweb.glo.texas.gov/atlas/masterpage.pdf

Reference also, 'Attachments 2, 3 & 4.'

3000 OPERATIONS

3100 Operations Section Organization

To view the "Operational Planning P" for 'Operations Activities' reference
http://homeport.uscg.mil/ics/

All incidents begin with operations. The Operations Section Chief (OSC) must be both tactically competent in responding to the incident and possess a thorough understanding of the Incident Command System (ICS). Some of the primary responsibilities of the OSC include:

- Manage tactical operations,
- Ensure tactical operations are conducted safely,
- Maintain close communications with the Incident Commander/Unified Command,
- Identify required tactical resources to accomplish response objectives,
- Identify staging areas,
- Assemble & disassemble strike teams and task forces, and
- Assist in the development of the Incident Action Plan (IAP)

3100.1 Considerations for Building the Operations Section

To effectively manage an incident, the OSC must divide the incident into manageable work units. Some things to consider when dividing the incident are:

- Incident priorities,
- Size of the affected area,
- Complexity of the incident and number of tasks,
- Amount of work to be accomplished,
- Span of control,
- Open water versus shoreline activities,
- Topography of the affected area,
- Logistics requirements,
- Kind of functions to be accomplished,
- Contingencies,

- Need for staging areas, and
- Jurisdiction.

For more ICS position description information, reference the IMH and specific Job Aids at: http://homeport.uscg.mil/ics/

For appropriate management and use of volunteers under Wildlife, Reference Section 4310 and Appendix A, Appendix B and Appendix F.

3200 Recovery and Protection

3210 Planning Process for Identification and Prioritization of ESAs

Reference: Oil Spill Planning and Response Atlas: Lower Coast of Texas

The Texas General Land Office, in concert with the Texas Parks and Wildlife Department, compiled the data for the *Oil Spill Planning and Response Atlas* utilizing a consensus approach among local experts through a series of workshops. Participants in the workshops were selected for their knowledge of the area in question and included representatives from state and federal agencies, academia, industry, environmental advocacy groups, commercial guide services, coastal industries, and oil spill response organizations.

At the habitat prioritization workshops, participants outlined the polygonal extent of important coastal habitat areas and suggested rankings (high, medium, low) for each area based on the area's significance for three categories of resources: Wetland and aquatic vegetation; birds, mammals, and reptiles; and fish and invertebrates. Protection priority for each polygonal area was designated based on the quality of habitat for each category of resources in the area, the number of functions in the natural community, and the area's ability to contribute to restoration of similar habitats damaged by a spill.

The Environmental Sensitivity Index (ESI) data was mapped by a working group consisting of the Texas General Land Office, the National Oceanic and Atmospheric Administration (NOAA), U.S. Minerals Management Service, and University of Texas Bureau of Economic Geology. Each shoreline segment was assigned one or more ESI ratings. The ESI ranks shoreline environments as to relative sensitivity to oil, potential biological injury, and ease of clean-up.

Biological data necessary for prioritization was collected from a wide array of resources (see page ii of Atlas for comprehensive list). Species were included if vulnerable to impact by a spill or threatened or endangered.

Geographic Response Plans are created after identifying the most ecologically sensitive areas along the South Texas Coast, local area knowledge on locations most likely to encounter an oil spill, and economic impact to the community if a location were to be oiled. After GRP working groups determine the priorities, they survey the locations in conjunction with local stakeholders and natural resource trustees, and, ultimately, create useful ICS-204 Assignment Lists for each geographic location.

The GRPs Include the Following Types of Response Strategies:

- Collection Booming with On-Water Recovery: Deploying various types of boom to collect oil for mechanical removal using sorbent materials, vacuum trucks, or near shore skimming devices;
- Exclusion Booming: Deploying various types of boom to reduce oiling in sensitive areas;
- Deflection Booming: Deploying various types of boom to divert oil away from a sensitive area and/or divert oil toward a collection point.

GRPs Do Not Include

- In-Situ Burning: Burning oil on the water; usually requires containment by fire-resistant boom.
- Dispersants: Applying chemical agents, usually by aircraft, to aid in breaking up surface slicks and dispersing oil within the water column.
- Shoreline Cleanup: Physical removal or chemical treatment of stranded oil (See the 'NOAA Shoreline Countermeasure Manual' for guidance on shoreline cleanup);
- Open-Water Mechanical Recovery: Physical removal of oil using boats and/or vessels specifically outfitted with collection and separation equipment.
- No Action: Appropriate when weather, sea, or other conditions make deployments unsafe and/or infeasible and when response actions or site access will cause further environmental damage (e.g., wetlands);

Because the GRPs are the primary tool used during an initial phase of the response and fairly broad in their scope, they are not intended to minimize impacts to all possible sensitive areas that could be affected by an oil spill. Likewise, the GRPs are not intended to be an exhaustive list of all the tactical strategies that could, or should, be implemented during a spill.

Environmental conditions (winds, currents, and tides), together with the physical limitations of existing spill response technology, may preclude the effective protection of some areas. Once a coordinated response has been established during an oil spill incident, booming strategy selection and prioritization are refined and supplemented based on real-time assessments. The UC has the authority to supersede the strategies proposed in the GRPs and ICS-204s.

The following categories describe the Area Committee's categories of protection priorities. These categories are clearly represented in the GRP map index using polygons.

High - Extremely Sensitive - Highest Concern for Protection

Wetlands, estuaries, and lagoons with emergent vegetation (ESI 10*); sheltered tidal flat (ESI 9*); and habitats for rare, threatened, or endangered species (State or Federal); sites of significant concentrations of vulnerable and sensitive species.

Medium - Very Sensitive - Very High Concern for Protection

Major nesting areas during non-nesting seasons; moderate concentrations of vulnerable and sensitive species; other low energy habitats (ESI types 8A, 8B, 7 and 6B*).

Low - Sensitive - Great Concern for Protection

Higher energy habitats (ESI 6A - 1*). For example, habitats important to large numbers of species for sport, commercial value, and scientific interest or species experiencing significant population declines through not yet threatened.

*See NOAA Shoreline Assessment Job Aid or the TGLO Oil Spill Planning and Response Atlas for shoreline types based on Environmental Sensitivity Index (ESI) ranks.

3210.1 Prioritization During a Response

Protection priorities will be identified during the initial response & assessment phase, and again during every operational period, usually within the 'IC/UC Objectives Meeting.' Subsequent 'Strategies' (to satisfy IC/UC objectives and priorities) will be formulated just prior to, or during each 'Tactical Meeting.'

When applicable, sensitive site information can be referenced in Section 4630 as well as within the ESI maps and GRPs: http://gisweb.glo.texas.gov/atlas/masterpage.pdf

3220 Protection

3220.1 Containment and Protection Options

As oil escapes containment it becomes increasingly difficult to recover. Inevitably oil does escape containment, and additional measures must be included to deal with the escaping oil. This is particularly necessary where oil booming is subjected to winds, waves, and strong currents; oil entrains or is splashed over boom. To counter oil escapement, deployments should include preplanning to anticipate and control escapement.
Before spilled oil can be effectively recovered, the spreading of the oil must be controlled and the oil contained in an area accessible to oil recovery devices. Generally, spilled oil is contained using oil containment boom. Typical boom has a floatation section that provides a barrier on and above the water surface and a skirt section that provides a barrier below the surface. The physical dimensions of the boom to be used for a particular spill will be dependent on local conditions. In the open water it may be necessary to use a boom that is several feet tall. In a protected marsh, a boom that is only a few inches tall may be appropriate.

There are limitations on the effectiveness of any boom. Oil will be lost if the conditions are such that there is splash-over from breaking waves. Oil will also be carried under the boom skirt if it deployed in such a way that currents cause the oil to impact the boom with a velocity perpendicular to the boom of greater that 0.7 knots. Once a boom has been deployed, it may be necessary to reposition it due to changing tides and currents. It is desirable to have personnel available to readjust the boom as required. In all cases of boom deployment, consideration must be given to protecting the safety of those involved in the activity.

Hard/Containment booming is used to prevent spreading and to concentrate the oil so it can be skimmed or vacuumed. Factors that need to be considered are: type and size of boom required for weather, winds, tides, and currents in the vicinity of potential spill areas; the type of deployment vessel needed; the amount of boom needed for effective containment and available skimming capabilities. Fixed or natural anchor points should be selected.
Sorbent booming is useful when the amount of oil is minimal, when tides and currents are light, or when shorelines require protection. Heavier oil can be recovered using absorbent (oil "sticks" to the boom) and lighter fuels generally are recovered using adsorbents (sausage, sweep, or diapers). Sorbent booming can also be used as a backup for other types of booming to recover product that may have entrained past the primary barrier water recovery operations are not entirely effective and oil still threatens the marsh areas, intertidal barrier boom may be used to protect the mud flats.
A recommended deployment strategy is as follows: Place intertidal boom along the entire front of the mud flat, with the boom being anchored just off shore of the low tide line. In areas where

wave entrainment of the boom at high tide is considered to be a problem, place a line of boom across the upper mud flat near enough to the marsh to be away from the threat of wave entrainment. The boom positioned on the mud flat would rest on the flat at low tide and be of the type of construction that would prohibit oil from passing under it on the rising tide. The boom would eventually lift up off the tidal flat surface as the tide continues to rise.

Deployment of this type of boom and it supporting arrangement is extremely manpower intensive. It should only be implemented if there is a high probability that oil will reach the marsh areas. It is envisioned that these resources would not be available until equipment began to cascade into the area sometime after the initial response. Other factors to consider in this of this type of booming are:

- Water body type,
- Water current velocity,
- Water depth,
- Wave height, and
- Shore type.

Generally, sediment berms, dikes and dams will most often be used to protect small coastal inlets or perhaps tidal channels serving wetlands and marshes when these channels are accessible. The object of berms, dikes and dams is to keep oil outside an inlet because there are often abundant natural resources and economically significant areas that use the sheltered waters within.

Occasionally, dikes and dams have been used across a channel to contain the oil within a portion of marsh in order to prevent widespread contamination of other resources. Dikes and Dams are not practical when currents are great, waters are deep, and waves are large. Also, beaches with abundant sand are generally the most suitable for building dikes and dams. Berms can be built above the active beach face to prevent oil contamination of high beach during spring tides. Alternative strategies should be prepared and the necessary supplies and equipment in place should a berm, dike, or dam fail.

STCZAC containment and protection strategies for sensitive sites and wildlife areas (to include boom type, location, personnel, access, staging, and POC information) can be found within our GRPs:
http://gisweb.glo.texas.gov/atlas/masterpage.pdf

Validations of 204s/GRPs are done so during government led or industry led PREP exercises and/or during any real-world response.

Additional information such as special considerations, Wildlife protection priorities, notifications required, etc…can be found within the supporting documents in the Tool Kit, under the "Additional Information and Plans" section. http://gisweb.glo.texas.gov/atlas/masterpage.pdf

3230 On-Water Recovery

Oil removal/recovery in open water is accomplished through the use of skimming devices once the oil has been contained. Skimmers can be freestanding in which the skimmer is a separate piece of equipment which pumps the oil-water mixture from the contained surface into tanks on a vessel. These skimmers are usually driven by hydraulic units on board a vessel. Self-propelled skimmers have a skimmer as an integral part of the vessel. The skimming vessel

positions itself at the head of a concentrated or contained pool of oil and recovers the oil into tanks on board the vessel. There is also a type of skimmer in which the weir or collection zone of the skimmer is an integral part of the boom which is close to the skimmer.

Vessels of Opportunity (VOO), such as fishing vessels, may be used to deploy or tow boom and, depending on the size of the vessel, be equipped with skimming equipment. They need to have adequate deck space and lifting cranes to carry the necessary equipment. The Coast Guard's Vessel of Opportunity Skimming System (VOSS) can be deployed on a variety of vessels. See Attachment 1 for a list of VOSS custodians and storage locations.

3230.1 Recovery Options

To be successful, most containment and skimming systems must encounter oil at speeds of less than one knot. Typically skimmers are operated in conjunction with containment boom. If oil encounters the boom/skimming system with a perpendicular velocity greater than 0.7 knots, the oil will carry under the boom and be lost. Therefore, the most important consideration for skimming in high currents is to keep the speed of the skimming system below one knot relative to the water's surface. As a basic example: A skimmer pointed upstream in a 5 knot current would actually be proceeding downstream or backwards at four knots to keep its velocity relative to the water's surface at one knot. Gauging a skimmers velocity relative to the water's surface can be somewhat difficult. Often the most reliable method is for the skimmer operator to closely monitor the skimming system. They should look for signs of oil entrainment as well as ensuring the integrity of the containment system. As current speeds change so must the speed of the skimmer. The skimmer monitoring can be aided by using a helicopter observer. The Observer can tell is oil is being lost by the skimmer as well as direct the skimmer to the best skimming location.

Boom is often deployed in front of the skimmers forming a V thus directing oil into the skimmer. The practice increases the area being covered by the skimmer. Ideally this V should be as wide as possible. In high currents, as the V width is increased the speed of the oil encountering the boom perpendicularly is increased.

Oil will spread more quickly in the direction of the current flow; skimmers should operate in an up and down stream orientation. The oil slick will be elongated in the direction of the currents. Skimmers will encounter the most oil as they proceed up and down stream within the slick. Operating back and forth across stream and across the slick will result in sub-optimal recovery efficiency.

3230.2 Near-Shore/Shallow Water

Oil recovery techniques and equipment are different in near-shore/shallow water locations then that of open water. Shallow draft vessels and smaller boom and skimmers are used in these situations. These vessels can maneuver into tight places behind and under wharfs or in sloughs and can actually skim next to shore in many near-shore locations.

Strategies for near-shore cleanup can differ depending on the depth of the water and the location. Near-shore operations, within a bay or inlet, will also require shallow draft vessels, workboats, and skimmers. However, the vessels may only be operable at high tide. At or near low tide, the operation may evolve into a shoreline cleanup operation. Any boom towing boats or skimmers must be able to withstand going aground without sustaining major damage.
Coastal shallow water or near-shore strategies will differ in certain respects. In addition to the need for small, shallow draft vessels and/or specialized vessels may also be needed. The safety of personnel involved in these operations is the IC/UC's paramount concern.

STCZAC on-water recovery options (to include skimmer type, vessel type, boom type, location, personnel, access, and staging) can be found within our GRPs:
http://gisweb.glo.texas.gov/atlas/masterpage.pdf

3230.3 Storage

Local skimmers/type and storage units are listed within the Response Resource Inventory (RRI) system: https://cgrri.uscg.mil/LogOn.aspx

Texas General Land Office (TGLO) pre staged equipment locations can be found at:
http://gisweb.glo.texas.gov/atlas/atlas/misc_doc/PrestagedEquipment2010.pdf

3240 Shore Side Recovery

There are predictable locations where recovery efforts can be optimized throughout the shoreline. There are two situations where oil collection should be vigorously attempted at the shoreline:

- Places where oil naturally collects at the shoreline because of winds and currents
- Diversion and capture of oil as it flows past or along the shoreline

Oil will spread thin, but it will also accumulate at predictable locations; it will accumulate wherever water has downward currents: such as tide rips along mud flats, and at windward coves.

3240.1 Natural Collection Points

Sub-Working Group on the study of currents proposed and approved by the ESG. Results (to include identification of 'Natural Collection Points') expected (as an Appendix) Dec 2013.

3240.2 Diversion to Shore

Diversions to shores with low environmental sensitivities are a desirable alternative to the unmitigated spread of oil. Oil spreads rapidly on open water and effectual on-water skimming is difficult in a high current environment. Diversion can shunt oil out of high current and into quiet water capture point at shore. It can be an effective addition to on-water skimming recovery.

The following are the operational considerations when establishing a shoreline collection site when oil is moving along or near shore. Boom should be position at an acute angle to the current to move oil toward the shore collection. Cascading boom arrangements may be necessary. Once oil is at the shoreline, it may be necessary to deploy additional boom to trap the accumulated oil at the shore collection site when the tide reverses. Good land accessibility an important part of selecting capture sites since it permits site support and easy removal of collected oil. Though some natural collection sites may have poor land access, they may be important accumulation points which can be exploited effectively via water.

Deployments of this type should only be made with the recommendation of a Resource at Risk Specialist and the direction of the IC/UC.

3240.3 Shoreline Clean-up Options

Additional: Shore line clean-up tactics; proposed equipment; personnel and resources are in development. Expected completion date Dec 2013

Special notification guidance and POCs for shoreline access etc…can be found within the GRPs: http://gisweb.glo.texas.gov/atlas/masterpage.pdf

3240.4 Pre-Beach Clean-up

It is possible to avoid the generation of oily debris in the coastal inter-tidal zone if the anticipated area of oil impact can be cleaned prior to stranding of the spilled oil. Personnel can be deployed to remove debris from beach intertidal areas to above the high tide line in order to prevent oiling of stranded debris/trash.

For further information regarding pre-beach clean-up, reference chapter 4310.1 'Assistance Options.'

3250.2 Temporary Storage

Temporary storage locations for 'Shore Side Recovery' can be found in Appendix E. USCG and TGLO will be adding to and building upon this map throughout 2013.

3260 Disposal

During major spill scenarios, the plan holder's SMT often collaborates w/ local OSROs to develop the Waste Management Plan. Most OSROs have comprehensive Waste Disposal Plan that they rely on for normal operations, and much the information from these plans can directly inform operations for major oil spills. Much of the Waste Management Plan details are driven by the type of product (heavy/crude oil vs. light oils) and the type of debris (environmental, cleanup materials) that may be mixed in with the oily waste streams. Important elements of the Waste Management Plan include: Type of oil, what environmental and cleanup debris will be mixed into the waste stream, as well as classification, sorting on-site, transportation, handling procedures, and disposal.

The Waste Management Plan should describe key roles and responsibilities within the response organization, including who will oversee and manage the proper administration of the waste management & disposal plan during oil recovery operations. The Spill Mgmt Team (SMT) or a major OSRO may take the lead for waste management and disposal operations due to the size and complexity of the operation and amount waste streams generated. Proper determination and classification of waste streams and proper disposal of waste that addresses RP liability, federal and state regulatory requirements, and cost are the core components of any successful waste management operation. The SMT & OSRO's must understand any RP guidelines for product handling, treatment, & disposal. This ensures that the waste streams are handled properly and protects the RP for liability purposes.

3260.1 OSRO Waste Management & Disposal Plans

Miller Environmental, the Corpus Christi Area Oil Spill Control Association, and Anderson Environmental have pre-developed Waste Management and Disposal Plans. Contact the respective OSRO for information or example plans. Updated OSRO POC info can be found at:

https://cgrri.uscg.mil/UserReports/OSROPOCReport.aspx

3260.2 Oil Budget

Waste management is an integral part of the oil spill recovery system and the oil budget. Accurate and consistent measurement of liquid, solid and other oily waste represents of the oil

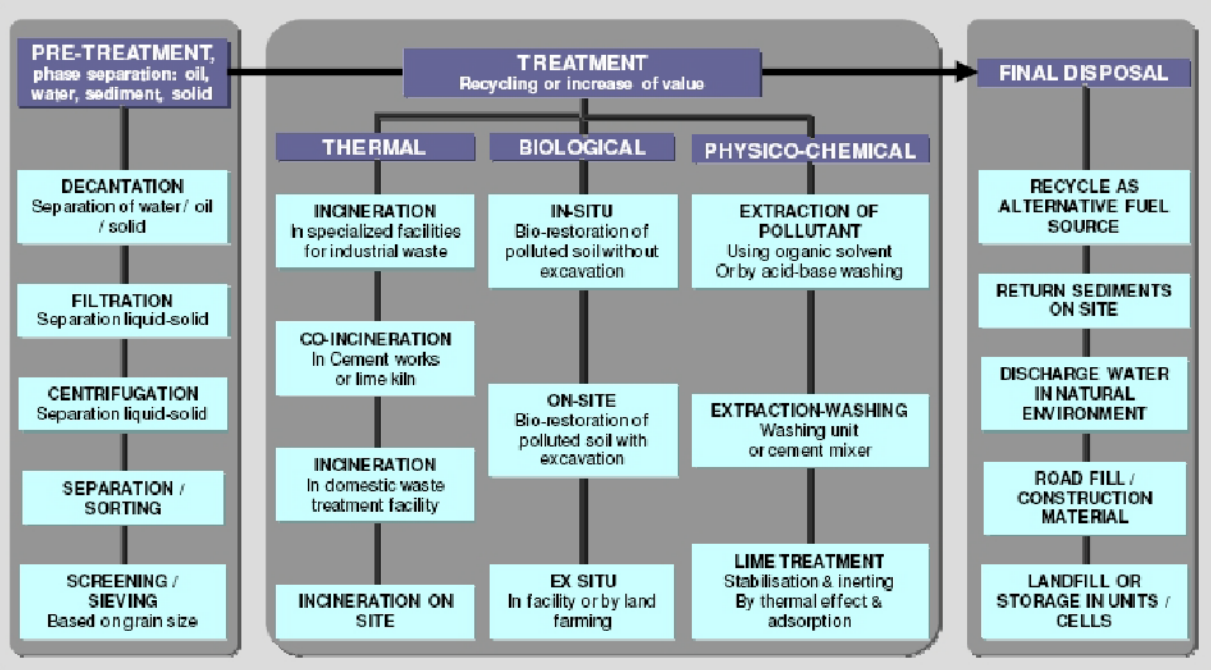
recovered, which is an element of the oil budget, which also includes evaporated and dispersed oil. Waste management operations and oil budget accounting should be planned for and actively administered during the course of a response. This requires a connection to the Operations Section, Situation Unit, and Environmental Unit that isn't immediately obvious to the casual observer. The Unified Command needs to be constantly apprised of the amount of oily and other waste recovered and disposed of due to operational and legal reporting requirements.

3260.3 Transportation and Tracking

The transfer of waste from primary storage sites to intermediate and long term storage or to treatment and disposal facilities should be carried out by suitable vehicles, e.g. road tankers for liquid waste and trucks for solid waste. During an emergency, a variety of vehicles not normally used for oil transport may be required. This may include vacuum trucks, tipper trucks, skips or refuse trucks. Sources of transport means should be identified in the Waste Management Plan and arrangements made in advance.

3260.4 Processing & Disposal

Each treatment facility usually requires a pre-treatment, i.e. a preparation of the waste to ensure that it will be accepted by the treatment facility. Each pre-treatment is specific and depends on the treatment chosen and on the entry criteria of the treatment facility. The figure below outlines the main types of treatment and pre-treatment for oily waste disposal.



3260.5 Waste Management and Temporary Storage Options

Temporary storage options can be referenced on the Response Resource Inventory (RRI) System:
https://cgrri.uscg.mil/LogOn.aspx

3260.6 Decanting Policy

Decanting is the process of draining off recovered water from portable tanks, internal tanks, collection wells or other storage containers to increase the available storage capacity of recovered oil. When decanting is conducted properly most of the water can be removed from the collected petroleum.

Background

It is recognized that decanting of oily water mixtures is a common procedure used during a spill response incident. Oily water mixtures collected by Oil Spill Response Vessels (OSRV) utilize installed holding tanks for gravity separation of oil from water. Water recovered by this method can then be discharged back into a containment area.

Vacuum trucks are routinely used for oil recovery along shorelines and in shallow water. Prior to using an un-cleaned vacuum truck for the collection of oil, with subsequent decanting of water, a check of the containment tank is required to ensure there are no contaminants from previous activities and that the water decanted is safe to discharge back into the environment. A chlorine test will be used for this purpose. A record of the test will be retained as part of the incident disposal file.

Goals

During spill response operations, mechanical recovery of oil is often restricted by a number of factors, including the recovery system's oil/water recovery rate, the type of recovery system employed and the amount of tank space available on the recovery unit to hold recovered oil/water mixtures. In addition, the longer oil remains on or in the water, the more it mixes to form an emulsified mousse or highly mixed oily/water liquid, which sometimes contains as much as 70% water and 30% oil, thus consuming significantly more storage space. In many cases, the separation of oil and water and discharge of excess water is necessary for skimming operations to be effective in maximizing the amount of oil recovered and in minimizing overall environmental damages. Such actions should be considered and in appropriate circumstances authorized by the FOSC and/or the SOSC because the discharged water will be less harmful to the environment than allowing the oil to remain in the water and be subject to spreading and weathering.

Policy

During a response, it will likely be necessary for response contractors or a responsible party to **request from the Federal and/or State OSC** authority to decant while recovering oil so that response operations do not cease or become impaired. FOSC authorization is required in all cases and in addition SOSC authorization is required for decanting activities in state waters. Expeditious review and approval, as appropriate, of such requests is necessary to ensure rapid and efficient recovery operation. The request, decision and permission to decant **must be documented**.

The Federal and State OSCs will consider each request for decanting on a case by- case basis. Prior to approving decanting, the OSCs should evaluate the potential effects of weather including the wind and wave conditions, the quantity of oil spilled and the type of oil as well as available storage receptacles. The OSC should also take into account that recovery operations as enhanced by decanting will actually reduce the overall quantity of pollutants in a more timely and effective manner to facilitate cleanup operations.

The FOSC and/or SOSC will review and provide directions and authorization as appropriate to requests to wash down vessels, facilities and equipment to facilitate response activities.

Other activities related to possible oil discharges associated with an oil spill event such actions to save a vessel or protect human life which may include such actions as pumping bilges on a sinking vessel are not covered by this policy.

Criteria

The following criteria should be considered when determining whether decanting is applicable, unless circumstances dictate otherwise:

- All decanting should be done in a designated "Response Area" within a collection area, vessel collection well, recovery belt, weir area, or directly in front of a recovery system.
- Vessels employing sweep booms with recovery pumps in the apex of the boom should decant forward of the recovery pump.
- All vessels, motor vehicles and other equipment not equipped with an oil/water separator should allow retention time for oil held in internal or portable tanks before decanting commences.
- A containment boom will be deployed around the collection area to minimize loss of the decanted oil or entrainment.
- Visual monitoring of the decanting area shall be maintained so that discharge of oil in the decanted water is detected promptly.
- Prior to using an un-cleaned vacuum truck for the collection of oil, with subsequent decanting of water, a check of the containment tank is required to ensure there are no contaminates from previous activities and that the water is safe to discharge back into the environment. A chlorine test will be used for this purpose. A record of the test results will be retained as part of the incident disposal file.
-

3260.7 Sample Waste Management/Disposal Plan

Reference Appendix G

3270 Decontamination Group

Personnel, vehicles, vessels, etc. responding to hazardous substance incidents may become contaminated in a number of ways, including contacting vapors, gases, or particulates in the air; being splashed by materials while sampling, walking through puddles of liquid or contaminated soil; or through using/handling contaminated equipment. Decontamination consists of physically removing contaminates or changing their chemical nature to innocuous substances. The Decontamination Group is responsible for decontamination of personnel and equipment. Contaminated personnel entering contaminated areas shall be decontaminated in accordance with the Site Safety Plan. The following "minimum" actions shall be performed:

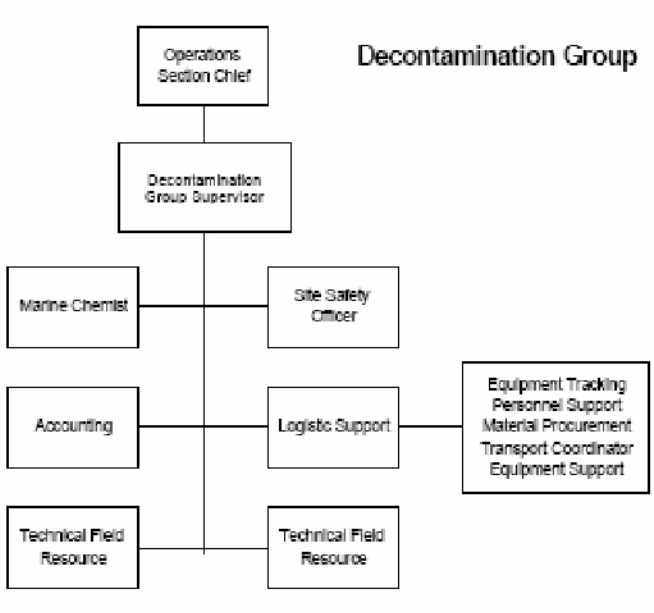
- Direct and coordinate decontamination activities,
- Determine resource needs, and
- Brief SOFR on conditions.

A personnel decontamination plan should be developed ad part of the Site Safety Plan. The initial decontamination plan is based on a worst-case situation or assumes no information is available about this incident. Specific conditions (e.g., type of contaminate, amount of contamination, levels of protection required, type of protective clothing worn) are then evaluated, and the initial decontamination plan is modified to adapt as new information about

site conditions becomes available. All materials and equipment used for decontamination must be disposed of properly (i.e., as waste).

In addition to routine decontamination procedures, emergency decontamination procedures must be established. In an emergency, the primary concern is to prevent loss of life and severe injury to site personnel. If immediate medical treatment is required to save a life, decontamination should be delayed until the victim is stabilized. If decontamination can be performed without interfering with essential life-saving techniques or first aid, or if a worker has been contaminated with an extremely toxic or corrosive material that could cause severe injury or loss of life, decontamination must be performed immediately. During an emergency, provisions must also be made for protecting medical personnel and disposing of contaminated clothing and equipment.

Organization
The Decontamination Group may be organized as follows:



3270.1 Decontamination

TQEC, TGLO and USCG will continue to meet as needed in order to produce Appendix H: 'Decontamination Policy with sample Decon Plan." ECD Aug 2013

3280 FOSC consultation with affected trustees

During the IAP process, the FOSC/SOSC and affected trustees will have ample opportunities to address the issues below, usually during any one of the following meetings: IC/UC Objectives meeting; Command and General Staff meeting or Tactics Meeting:

- Appropriate removal actions
- Potentially affected resources (ICS form 232 and those annotated on Site Summary Sheets http://gisweb.glo.texas.gov/atlas/masterpage.pdf

- Natural resource damage assessment activities
- Coordination of Non-monetary response resources (personnel, equipment etc)
- Funding initiation of damage assessment for injuries to natural resources
- Disposal and clean up operations IAW applicable federal, state, local laws and regulations

3290 Alternative Response Technologies

3290.1 Dispersant

The dispersant 'pre-approval' process is designed to provide for a timely use of dispersants. Initially, the assumption needs to be made that all three methods (mechanical, in-situ burn, and dispersants) may be used and adjusted based on Federal On-Scene Coordinator (FOSC) assessments. The objective of the RRTs "FOSC Dispersant Pre-approval Guidelines and Checklist" is to provide for a meaningful, environmentally safe, and effective dispersant operation. The checklist allows the FOSC to quickly arrive at a logical "GO/NO GO" decision in hopes of maximizing the effectiveness of dispersant use as a countermeasure to reduce the impact of oil. The FOSC Dispersant Use Checklist and the FOSC Dispersant Use Flowchart define the dispersant pre-approval requirements. If the dispersant pre-approval requirements are not met, the request for use of dispersant must follow the approval process as specified in the RRT VI Regional Contingency Plan (RCP) Subpart H Authorization. Dispersant guidance and checklists are referenced in Section 3290.5.

For a partial list of Dispersant providers, capabilities and resources available, reference Section 9260.

3290.2 In-Situ Burning

In-situ is the Latin term for "in-place". In-situ burning as it relates to oil spills is the controlled burning of oil on water at the spill site. While the focus of the policy is on open-water areas in the marine environment, it also applies to in-situ burning in inland areas. Reference applicable In-Situ guidance as annotated in Section 3290.5.

3290.3 Bioremediation

Bioremediation is a treatment technology that enhances existing biological processes to accelerate the decomposition of petroleum hydrocarbons and some hazardous wastes. Bioremediation has been used extensively in waste water treatment of spilled oil. The most extensive field research efforts have been the shoreline treatment studies in Alaska following the Exxon Valdez incident. This research suggested that shoreline treatment by nutrient enhancement significantly increased degradation rates of oil when compared to untreated shoreline areas. The benefits of bioremediation, however, have not been adequately demonstrated through field applications. Consequently, this technology should be considered more experimental than an accepted standard for clean-up of oil spills. Reference the 'Bioremediation Position Paper' as annotated in Section 3290.5.

3290.4 Surface Washing Agents

Surface washing agents may be considered when conventional flushing techniques are inadequate in removing oil residues to the required cleanup standard or when cleanup times can be reduces such that a significant positive impact on overall cleanup goal is achieved. Reference the RRT VI 'Pre-Approved Surface Washing Guidelines' as annotated in Section 3290.5.

3290.5 Alternative Response Technology References

Reference http://gisweb.glo.texas.gov/atlas/masterpage.pdf for the following:

- Dispersant Pre-Approval Plan
- RRT VI Pre-Approval & Exclusionary Areas for Dispersant Use and In-Situ Burns
- RRT VI In situ-Burn Plan (Part **I** & **II**) and **Checklist**
- Guidelines for Inshore/Near shore ISB
- SMART Monitoring Plan
- Bioremediation Position Paper
- MOA between USCG and USAF Regarding the Application of Dispersants
- RRT VI Pre-Approved Surface Washing Guidelines •

Near Shore Dispersant Expedited Approval Process

3300 Emergency Response

During the initial response phase, USCG Sector Corpus Christi, Command Center will coordinate SAR operations as usual. For more significant events, the Command Center will initiate 'Critical Incident Communications (CIC). CIC provides a rapid dissemination of critical incident information to the USCG Command Center, District Eight and other parties. Given a major incident, within minutes, the Sector Command Center will contact 1-800-DAD-SAFE providing a brief description of the incident. The Command Center will then implement a conference call battle-rhythm with District, Area and other interested parties. Events that would prompt CIC include:

- Terrorist or suspected terrorist attacks
- Major SAR case
- A significant accident involving maritime critical infrastructure or causing a disruption in the maritime transportation system (MTS)
- Major marine casualty
    - o Resulting in the loss of six or more lives
    - o Resulting in the loss of a of mechanically propelled vessel of 100 or more gross tons
    - o Resulting in property damage initially estimated at $500,000 or more, or
- Any incident when the Sector deems as appropriate.

3310 Salvage

Before, during or after an incident, or potential incident, salvage assistance may be required. A salvage plan may be developed within the response organization for, but not limited to: vessel stranding, vessel sinking, and rescues (towing). The IC/UC will review and approve/disapprove the salvage plan based on the resulting risk to human life, port security, and the environment.

Initial rescue efforts will have priority over pollution response efforts, to the extent that they may interfere. Subsequent to any rescue efforts, the pollution response effort and salvage efforts may be conducted concurrently. The OSC will prioritize actions when conflict between salvage and pollution response efforts cannot be eliminated.

For general guidelines regarding Marine Fire Fighting, reference Section 8000. For additional resource information, reference Sections 9240.3-.6 as well as 9260.1-.2

For salvage guidelines, equipment and resource lists, reference the Sector Corpus Christi, Salvage Plan located within the Area Maritime Security Plan (AMSP) at http://homeport.uscg.mil under the Sector Corpus Christi 'Port Directory.'

3320 Hazardous Material, EMS and Law Enforcement

The National Response Center (NRC) is the sole federal point of contact for reporting oil and chemical spills. The NRC operates 24 hours a day, 7 days a week, 365 days a year. They can be contacted at: 1-800-424-8802

For supplemental hazmat information, reference Section 7000

For evacuation information, EMS, LE perimeter/traffic control, etc…reference applicable local Emergency Management Plans and their Annex's. As an example, the information below can be found within the Nueces County plan. Though adjacent jurisdictional plans may differ:

Hazmat
Annex Q- Hazardous Materials and Oil Spill Response (initial response procedures)
Annex Q Appendix 1- General Hazmat Response Checklist (Evacuation procedures/routes)
Annex Q Appendix 2- Hazardous Material Incident Reporting
Annex Q Appendix 8- Evacuation routes
Annex E- Evacuation Hazmat POCs and types of equipment required (logistics)
Annex Q Section 4- Brief list of capabilities available

EMS
Annex H- Health & Medical Services (to include Coordination and logistics)
Annex H Section 7 Direction & Control

Law enforcement
Annex G- Law Enforcement (Perimeter/crowd/traffic/beach control)
Annex G Section 5. Concept of Operations (Safety/security zones)

3400 Air Ops

3410 Air Tactical

The Air Operations Branch Director is responsible for all aspects of incident aircraft from supporting tactical operations to logistical support of the aircraft. The primary responsibilities of the Air Operations Branch Director include:

- Request declaration or cancellation of restricted air space,
- Establish air traffic control procedures between helibases & helispots, and
- Coordinate all over flight needs associated with the incident (to include surveillance and dispersant application.

For aerial dispersant guidance, reference:
http://www.epaosc.org/sites/5083/files/RRT6%20DISPERSANT%20PREAPPROVAL%20PLAN.pdf

3410.1 Temporary Flight Restriction Zones

A temporary Flight Restriction (TFR) Zone is similar in nature to a COTP safety zone in the maritime environment, and is normally used only when absolutely necessary. There are three situations in which it may be authorized:

- To protect persons and property in the air and on the surface hazards
- To provide a safe environment for disaster relief aircraft, and
- To prevent an unsafe congestion of sightseeing and other aircraft above an incident or event that may generate a high degree of public interest.

To obtain a TFR, call the Area Manager at Houston Air Route Traffic Control Center; which supervises all FAA facilities in southern Texas, Louisiana, southern Mississippi, southwestern Alabama, and areas in the Gulf of Mexico.
The following information is required when requesting a TFR:

- Name and organization of person recommending or requesting TFR,
- Brief description of the situation,
- Location, size, and altitudes of the restricted area requested,
- Estimated duration of restrictions, and
- Name of agency responsible for on-scene emergency activities and telephone of other communication contact.

3420 Air Support

3420.1 Airports/Helibases/Helospots

A location within the general incident area for parking, fueling, maintenance, and loading of helicopters. See Section 9260.8. Reference also the TGLO Toolkit for potential locations: http://gisweb.glo.texas.gov/atlas/masterpage.pdf

3420.3 List of Certified Helos/Aircraft Providers

See Section 9260.9

3420.4 Fuel/Maintenance Sources

See Section 9260.10

3420.5 Air Traffic Control Procedures

Contact nearest local FAA Air Traffic Control Representative to request temporary flight restrictions. See Section 9660.11 for contacts.

3500 Staging Areas

Staging areas are locations where incident personnel and equipment are assigned awaiting tactical assignment. Pre-identified staging areas should be established prior to an incident to allow for a smoother transition going into a response and to minimize downtime while trying to get a staging area established.

The following is a list of pre-identified staging areas. See also toolkit maps/GRPs: http://gisweb.glo.texas.gov/atlas/masterpage.pdf as well as EPA OSC website under "documents" http://www.epaosc.org/default.aspx:

Warehouse 134 Heinsohn Rd. Corpus Christi, TX (361) 888-3162 (VOSS Equipment)		**Corpus Christi Oil Spill Control Association** 1231 E. Navigation Corpus Christi, TX (361) 882-2656 (3000ft of hard boom)

Port Aransas, Texas, Nueces County Park Systems at the I.B. Magee Park HQ

Parking: Two Locations; asphalt surfaced.

- Site 1: RV Parking Area 320' x 823'
- Site 2: 175' x 250'.

Location: 27º49'56"N/97º07'27"W

No Security but limited access. Conference Center with WIFI capability.

Contact: Scott Cross; phone: 361-949-8122

Mustang Island State Park, (Inside Park)

Parking: Three Locations: Asphalt Surfaced,

- Site 1: 190' x 650',
- Site 2: 150' x 180', ▫ Site 3: 140' x 140'

Location:

- Site 1: 27º40'26"N/97º10'22"W,
- Site 2: 27º40'17"N/97º10'19"W, ▫ Site 3: 27º40'21"N/97º10'24"W

Secure location with limited access. Facilities and utilities available.

Contact: Damon Reeves; phone: 361-749-5246

Mustang Island State Park, (Fish Pass, State Hwy 361)

Parking: Outside gravel surfaced area adjacent to Hwy 361; approx. 150' x 170'.

Location: 27º49'56"N/97º07'27"W

No Security but limited access. No Facilities or utilities.

Contact: Damon Reeves; phone: 361-949-8122

Padre Bali Park (Bob Hall Pier) Nueces County Park Systems

Parking: Three Locations; asphalt surfaced.

- Site 1: 350' x 400'
- Site 2: 340' x 430', ▫ Site 3: 200' x 600'.

Location:

- Site 1: 27º35'16"N/97º13'11"W.
- Site 2: 27º35'08"N/97º13'15"W, ▫ Site 3: 27º35'01"N/97º13'13"W.

No Security but limited access. Limited facilities and utilities.

Conference Center with WIFI capability available.

Contact: Scott Cross; phone: 361-949-8122

Padre Island National Seashore (Malaquite Visitors Center)

Parking: Asphalt Surfaced, Parking Lot

Location: 27º25'29"N/97º17'60""W

Secure location with limited access. Facilities and some utilities available

Contact: Joe Escoto; phone: 361-949-8173

3520 Security of Staging Areas

Pertinent law enforcement agencies will be contacted as necessary to provide security for staging area equipment and personnel. Logistics may also opt to contract security companies to provide the safe guards needed to protect personnel and property from loss or damage.

3600 Wildlife

3610 Wildlife Protection and Recovery

Wildlife Branch Director
Because of their jurisdiction over wildlife under Federal or State laws and regulations, the position of Wildlife Branch Director will be assumed by a Federal (U.S. Fish and Wildlife Service (USFWS), National Marine Fisheries Service (NMFS)) or State wildlife agency (Texas Parks and Wildlife Department (TPWD) representative or their designee. This designation will be made by the FOSC on a case-by-case basis or through a pre-existing agreement. Appointment of other parties, including Responsible Party representatives, to this position may be made by mutual agreement between the FOSC and on scene Federal and State wildlife agency representatives with a Federal or State wildlife agency representative then assuming the position of Deputy Branch Director. This designation will remain in effect during an incident and for such periods of time as may be deemed appropriate or until a request is made to the FOSC by the on scene Federal and State wildlife agency representatives that the designation be changed. The use of a Responsible Party representative in the Wildlife Branch may be beneficial to the operations of the Branch as it helps expedite logistical and financial needs. If this occurs, it should be verified that the Responsible Party representative has prior experience with a wildlife response event.

Reference: Attachment 3 (Section 7 Consultation Form) & Attachment 4 (Emergency RRT VI Endangered Species Consultation Form).

3610 Wildlife Rehab Operations

Reference: Appendix A 'Lower Texas Coast Wildlife Plan'; Section 3200 as well as the Texas Tool kit GRPs
http://gisweb.glo.texas.gov/atlas/masterpage.pdf for applicable Wildlife Refuge Plans and information pertaining to:

- Fish and wildlife protection options
- Protection priorities
- Environmental impacts
- Recovery and protection strategies

4000 PLANNING

To view the "Operational Planning P" for 'Planning Activities' reference
http://homeport.uscg.mil/ics/

4100 Planning Section Organization

The Planning Section Chief (PSC), a member of the General Staff, is responsible for the collection, evaluation, dissemination, and use of information about the development of the incident and status of resources. Information is needed to understand the current situation, predict probable course of incident events, and prepare the IAP for the next operational period. Its configuration will be based on the incident and needed support for Operations.

For more ICS position description information, reference the IMH and specific Job Aids at:
http://homeport.uscg.mil/ics/

4200 Situation

The Situation Unit (SITU) is responsible for collecting, maintaining, and evaluating information about the current/possible future status of the spill or release and the spill response operations as well as the maintenance of the command post displays. This responsibility includes the compilation of information regarding the type and amount of oil or hazardous substance discharged or released; the amount of oil or hazardous substance recovered, the oil or hazardous substances' current location and anticipated trajectory, and impacts on natural resources. This responsibility includes providing information to the GIS specialist(s) for the creation of maps to depict the current and possible future situation and the preparation of reports for the Planning Section Chief.

4200.1 Chart/Map of Area

For detailed maps, pertinent to the incident, within the Southern Texas Coastal Zone, reference the Toolkit ESI maps and other supporting documents:
http://gisweb.glo.texas.gov/atlas/masterpage.pdf

Reference HOMEPORT ICS library for further information on Situation display layouts, ICS forms, job aids and the Incident Management Handbook (IMH)
https://homeport.uscg.mil/ics

4200.2 Weather/Tides/Currents

All relevant weather, tide, and current information shall be obtained from either our local National Weather Service (NWS) office and/or the NOAA Scientific Support Coordinator.

- National Oceanic & Atmospheric Administration
  Scientific Support Coordinator
  24-Hour (206) 526-4911

- National Weather Service, Corpus Christi office
  Forecast Operations: 361-289-0959
  http://www.srh.noaa.gov/crp/

4200.3 Command and Control

During the initial response phase, on-scene Command and Control (C2) will be initiated by the first on-scene or Initial 'IC' and the Sector Command Center. If deemed that there should be an IC/UC and IAP developed, Command and Control (as well as relevant situational updates) will transfer to the Command and General Staff, within the ICP. Furthermore, the Planning Section Chief (PSC) may opt to deploy Field Observers (FOBs) to better enhance C2 and Situational awareness.

4300 Resources

The Resource Unit Leader (RESL) is responsible for maintaining the status of all resources (primary and support) at an incident. This is achieved through the tracking of all tactical resources, including check-in, status, current location, etc; enabling the RESL to assign available resources. The RESL is also responsible for the completion of ICS forms 203, 204, & 207; and the compiling of the Incident Action Plan (IAP).

The Resources Unit work area in the ICP is the space for the management and tracking of all tactical resources and personnel. Therefore, the space must be conducive to tracking resources during current operations as well as supporting operational planning. It needs to be functional, and free of interruptions and distractions that detract from the RESL's ability to lead the Resources Unit.

Resource tracking will usually start internally for each responding agency. Efforts should be made by the USCG PR or GLO rep on-scene, to consolidate and document resource status on an ICS 201 Form (in collaboration with the Sector Command Center). If the incident warrants multiple operational periods, and requires development of an Incident Action Plan (IAP) the information contained on the ICS 201 form, should then be transferred over to both an ICS 211 (check-in) form as well as ICS 219s (resource tracking cards), both to be completed by the assigned RESL within the ICP. For ICS 201 and IAP examples, reference http://homeport.uscg.mil/ics/ Library > ICS > Forms.

For Check-in/Recorder (SCKN) and RESL position description information, reference the IMH and specific Job Aids at: http://homeport.uscg.mil/ics/

4310 Volunteers

In accordance with the National Response Framework, the use of volunteers shall be addressed as follows:

Volunteers are a valuable resource during emergency response events. However, in order to manage them efficiently and effectively, it is important to have an approved process in place prior to the event.

Keep in mind that volunteers are just that - volunteers. They will do what they want, when they want, and when you least expect it, if not guided. Strong leadership within a volunteer organization or agency will be important. Volunteers should be encouraged to contact and register to become a part of a voluntary group because the groups have their own leadership that will have the capability to interface directly with the volunteer coordinator. Their participation in preparedness (including planning, establishing roles and responsibilities, training and participation in exercises) is an important step toward effective use of volunteers.

Appropriate use of volunteers should be incorporated into the Incident Command System. All federal, state, and local regulations regarding the use of volunteers must be strictly adhered to

and release of liability documentation may be necessary. Pre-event MOA's should be completed to facilitate ease of incorporating volunteer organizations and agencies into the ICS.

Finally, the use of volunteers during a response will be addressed by the Volunteer Work Group as an ongoing exercise. Recommendations will be provided to Unified Command as needed.

Reference Appendix B and Appendix F for additional 'Volunteer' guidance.

4310.1 Assistance Options

Volunteers may be used for an oil spill on a case by case basis only under the sponsorship of recognized and reputable local organizations such as those listed below. Any individual contacting the Unified Command concerning volunteer activity shall be referred to a sponsoring organization.

All volunteer activity must be coordinated through the sponsoring organization, which will make recommendations to the FOSC/SOSC concerning volunteer assistance proposals the same as would occur for any other proposed shoreline treatment.

Sponsoring organizations will be responsible for providing proof to the FOSC/SOSC that any necessary federal or state permits have been issued before the FOSC/SOSC will consider any of their requests.

Federal and state agencies will not assume liability for any volunteers traveling to or from a pre cleaning activity, or while engaged in pre-cleaning activities.

If volunteer cleanup is being used on impacted shoreline, field monitors should ensure that only spilled oil and oiled debris is collected. Non-oiled plastics, bottles, cans, and other common litter are not to be picked up. It is particularly important that volunteer coordinators verify the contents of each bag to ensure dangerous articles are not being recovered. Any bag found to contain a suspicious article should be reported to the field monitor. All bags must be securely fastened and placed in one location for subsequent removal to an approved disposal area.

4310.2 Assignment

- Beach Pre-cleaning. Volunteers may be used to pre-clean beaches prior to the onshore arrival of oil.
- Beach Patrol and Surveillance. Volunteers may be used to survey shorelines that have the potential to be impacted by offshore spills.
- Wildlife Notification/Cleanup/Rescue. As part of the beach control activity, volunteers may be used to notify wildlife service's of injured wildlife and, if adequately trained, assist in wildlife cleanup.
- Administrative/Logistical Work. Volunteers may be used in computer programming, data management, personnel support (providing food, water, messages) and general coordination support.
- Crowd Control. Volunteers may be used in cooperation with law enforcement officers to setup police barricades, as long as the work does not involve physical contact with onlookers.
- Operating telephone networks designed to address public input and concern, and other tasks in the Command Post or uncontaminated area as specified by the FOSC/SOSC.

4310.3 Volunteer Coordination

The Volunteer Coordinator is responsible for managing and overseeing all aspects of volunteer participation, including recruitment, induction, and deployment. The Volunteer Coordinator is part of the Planning Section and reports to the Resources Unit Leader.

- Review Common Responsibilities.
- Coordinate with Resources Unit to determine where volunteers are needed.
- Identify any necessary skills and training needs.
- Verify minimum training needed, as necessary, with Safety Officer or units requesting volunteers (if special skill is required).
- Activate, as necessary, standby contractors for various training needs.
- Coordinate nearby or on-site training as part of the deployment process.
- Identify and secure other equipment, materials, and supplies, as needed.
- Induct convergent (on the scene) volunteers.
- Activate other volunteers if needed (individuals who have applied prior to an incident and are on file with the Volunteer Coordinator or other participating volunteer organizations).
- Recruit additional volunteers through news media appeals (if needed).
- Assess, train, and assign volunteers to requesting units.
- Coordinate with Logistics for volunteer housing and meal accommodations.
- Assist volunteers with other special needs.
- Maintain Unit/Activity Log (ICS 214)

4310.4 Training

Workers who receive the task specific or general Safety training must be given a written certification upon successful completion of that training. Because hazards to volunteers vary depending on the task they perform and where they will be assigned during the response, the level of training required varies. Only those volunteers who have been trained will be allowed on site.

4400 Documentation

The Documentation Unit (DOC) is responsible for the maintenance of accurate, up-to-date incident files. Examples or incident documentation include: Incident Action Plans, UC Key Decisions, incident reports, communication logs, injury claims, situation status reports, etc. Thorough documentation is critical to post-incident analysis and litigation. Some of these documents may originate in other sections. This unit shall ensure each section is maintaining and providing appropriate documents. Incident files will be stored for legal, analytical, and historical purposed. DOC also provides duplication and copying services.

IC/UC and/or the RP will make every effort to ensure that ample services are available within the ICP (i.e. reproduction capabilities, storage/filing) as well ensure all relevant documentation is retained for future reference.

For more ICS position description information, reference the IMH and specific Job Aids at: http://homeport.uscg.mil/ics/

4500 Demobilization

The Demobilization Unit (DMOB) is responsible for developing the Incident Demobilization Plan, and assisting Sections/Units in ensuring an orderly, safe, and cost effective demobilization of personnel and equipment.

Resources should be demobilized in the same manner as they checked into the incident organization: as individuals, single resources, crews or teams. Demobilization planning needs to start early to establish procedures for the rotation of personnel and for emergency demobilizations.

The Operations Section sets the pace of demobilization. As operations begin to downsize, the rest of the organization should follow.

A sample Demobilization Plan can be found in Appendix D. The DMOB will be responsible for curtailing the plan to fit the response.

For more ICS position description information, reference the IMH and specific Job Aids at: http://homeport.uscg.mil/ics/

4600 Environmental

4610 Natural/Physical Protection Environmental Sensitivity Maps

Reference: http://gisweb.glo.texas.gov/atlas/atlas/indexmap.pdf

4620 Environmental Strategies

Reference Sections 3200 and 3600 within this Plan, as well as applicable GRPs/ICS 204s: http://gisweb.glo.texas.gov/atlas/atlas/indexmap.pdf

4630 Strategic Response Options

Below are specific sites, ranks in each category, and recommendations for facilities and "must stop oil before this point" locations. These are listed from north to south.

1) Gulf Intracoastal Waterway (ICW) - (Tres Palacios-Matagorda).

a. Must Contain Points - Contain within the intracoastal waterway, close locks. Prevent movement into Matagorda Bay and adjacent lakes by booming entrances to cuts and passes (Mad Island Lake, Mad Island Cut, and Oyster Lake).

b. Methods - Containment, diversion onto non-vegetated shorelines, use of booms to prevent migration, vacuum trucks by barge or road, skimmers.

2) Tres Palacios.

a. Must Contain Points - Attempt to contain harbor spills within harbor or to prevent movement into the bay.

b. Methods - Containment, diversion onto non-vegetated shorelines, use of booms to prevent migration, vacuum trucks by barge or road, skimmers.

3) Port Lavaca

a. Must Contain Points - Contain within the Alcoa Ship Channel, Point Comfort Turning Basin.

b. Methods - Containment, diversion onto non-vegetated shorelines, use of booms to prevent migration, vacuum trucks by barge or road, skimmers.

4) Port O'Connor/Pass Cavallo.

a. Must Contain Points - Contain within ICW, prevent redistribution into Bar Room Bay, Big Bayou and Saluria Bayou.

b. Methods - Potential for burning in mid-Matagorda Bay. Containment, diversion onto non-vegetated shorelines, use of boom to prevent migration, vacuum trucks by barge or road, skimmers.

5) San Antonio Bay - Welder Point and Victoria Barge Canal (VBC)

a. Must Contain Points - Contain spills within VBC.

b. Methods - Containment, diversion onto non-vegetated shorelines, use of booms to prevent migration, vacuum trucks by barge or road, skimmers.

6) Aransas Wildlife Refuge.

a. Recommend adoption/inclusion of Aransas Wildlife Refuge Response Plan.

b. Central Geographic Region

7) Rockport/Cove Harbor.

a. Must Contain Points - Prevent movement into Copano Bay, contain within Harbor Island.

b. Methods - Deflect onto Fulton Beach. Containment, diversion onto shorelines, use of booms to prevent migration, vacuum trucks by barge or road, skimmers.

8) Aransas Pass

a. Must Contain Points - Contain within Conn Brown Harbor, contain within the Aransas Pass Channel.

b. Methods - Deflect onto non-vegetated shorelines, containment boom for harbor, containment boom to prevent movement into passes/cuts. Containment, diversion onto shorelines, use of booms to prevent migration, vacuum trucks by barge or road, skimmers.

9) Port Aransas

a. Must Contain Points - Lydia Ann Channel south of lighthouse, Aransas Pass Channel Marker 2, Corpus Christi Ship Channel Marker 8

b. Methods - Containment within area of spill. Diversion into harbors or onto shorelines. Vacuum trucks via barge or road. Skimmers.

10) Ingleside

a. Must Contain Points - Use of shoreline, spoil islands and booms to prevent spread into Redfish, Corpus Christi Bay or CC Ship Channel.

b. Methods - Containment, diversion onto shorelines, use of booms to prevent migration, vacuum trucks by barge or road, skimmers.

11) Port of Corpus Christi/Inner Harbor

a. Must Contain Points - Contain within harbor. Protect/prevent movement of material into CPL power plant and Nueces Bay. Prevent movement of oil into Nueces Bay.

b. Methods - Containment, diversion onto shorelines (North Beach), use of booms to prevent migration into Nueces Bay, use of marina as collection point, vacuum trucks by barge or road, skimmers.

12) Corpus Christi/Laguna Madre.

a. Must Contain Points - Prevent movement of oil into N. Laguna Madre by Kennedy Causeway.

b. Methods - Containment, diversion onto shorelines, use of booms to prevent migration, vacuum trucks by barge or road, skimmers.

13) Laguna Madre - Land Cut

a. Must Contain Points - Containment of oil within land cut or prevention of movement through land cut to prevent spread to wind driven tidal flats.

b. Methods - Some potential for burning of oil. Containment boom. Diversion onto shorelines or spoil islands. Vacuum trucks may be brought in by barge.

14) Port Mansfield

a. Must Contain Points - Little opportunity for containment outside of port.

b. Methods - Containment, diversion onto shorelines, use of booms to prevent migration, vacuum trucks by barge or road, skimmer.

15) Brownsville Ship Channel/Port Isabel

a. Must Contain Points - Contain within the ship channel, prevent migration north into Laguna Madre, and prevent migration into South Bay.

b. Methods - Divert spill onto mainland shoreline or harbor areas. Containment, deflection boom, skimmers, vacuum trucks by road or barge. Be prepared to block or shut passes into South Bay, Vadia Ancha, Bahia Grande, and other wind tidal flats. Recommend inclusion of the Texas Parks and Wildlife Management Plan for South Bay.

4700 Technical Specialist

Technical Specialists are advisors with special skills needed to support the incident. Technical Specialists may be assigned anywhere in the ICS organization. If necessary, Technical Specialists may be formed into a separate unit. The Planning Section will maintain a list of available specialists and will assign them where needed.

A list of some available Technical Specialists are annotated within Chapters 8000, 9200, the Sector Salvage Response Plan (within the AMSP) as well as within the Took-kit under 'Additional Information and Plans.' http://gisweb.glo.texas.gov/atlas/masterpage.pdf

4800 Required Correspondence, Permits and Consultations

4810 Notice of Federal Interest

Notice of Federal Interest for an Oil Pollution Incident (Form CG-5549)
The FOSC shall present a Notice of Federal Interest for an Oil Pollution Incident (NOFI) to every suspected discharger (Note: this requirement is internal direction only. The failure of an FOSC

to present a NOFI in any given case does not affect any liability of any person which may arise in that case.) This informs the suspected discharger of a potential violation of the FWPCA, as amended and of his/her possible liability to a civil penalty per day per violation or up to three times the cost incurred by the OSLTF. Notice should also be made in potential incidents when the actions of the potential discharger to abate the threat are considered insufficient, and Federal action is contemplated. The FOSC shall retain a copy of the NOFI that is signed and dated by the suspected discharger. If the discharger refuses to sign, the NOFI will still be served. The circumstances will be noted on the NOFI and signed and dated by the FOSC (or representative). If the suspected discharger is unavailable, the NOFI shall be sent via certified mail, return receipt requested. As sample NOFI can be found in Marine Safety Manual Vol. VI Chapter 7.B.3.a. COMDTINST 16000.11.

4820 Administrative Order

Administrative Orders are issued to protect public health and welfare under Section 106(a) of CERCLA or Section 311(e)(1)(B) of the FWPCA to a vessel (Note: CERCLA Administrative Orders cannot be issued to a vessel) or facility requiring corrective measures when there is a discharge/release or threat of discharge/release involving oil, hazardous substance, pollutant, or contaminate.

Any person directly affected by an Administrative Order may request reconsideration by the FOSC. If not satisfied with the decision of the FOSC, that person may appeal in writing to the Eighth Coast Guard District Commander. The District Commander's decision is final.

4830 Notice of Federal Assumption

Under FWPCA Section 311 (c) (1), whenever a polluter is unknown or not acting responsibly, or when removal efforts are insufficient, or to prevent the substantial threat of a discharge, the FOSC may assume total or partial control of response activities. The FOSC must inform the polluter, if know, of this action by issuing a Notice of Federal Assumption, even if the polluter has not initiated any action. This notice references the NOFI and indicates the date and time the Federal response was initiated. The same procedures used for issuing and obtaining signatures for the NOFI apply. (Note: this requirement is for CG internal direction only. The failure of an FOSC to present a Notice of Federal Assumption in a given case does not affect any liability of any person which may arise in that case.) In some instances, the FOSC may determine that the polluter's response efforts should continue, but that some Federal assistance is necessary to augment the clean-up (e.g., clean-up resources that the polluter cannot or will not provide). Whenever it is necessary for the operation, for the purposes other than monitoring, the FOSC should declare a Federal spill for the area(s) for which he/she is assuming control, activate the OSLTF to cover expenses and take whatever actions are necessary to ensure a proper cleanup. In these cases, the Notice of Federal Assumption shall clearly delineate those actions or areas for which the FOSC is assuming control or providing other resources. (Note: the term "declare a Federal spill" as used in this section means: in the case where a suspected polluter has been identified, the presentation of the Notice of Federal Assumption; or in other cases, the initiation of Federal Removal operations.)

4840 Letter of Designation of Source

The NPFC is responsible for the designation of source and notification of associated responsible parties and guarantors for an oil pollution incident. The USCG FOSC has also been delegated this authority for use in rare circumstances as outlined in the NPFC Instruction M5890.3, Technical Operating Procedures (TOPs) for Designation of Source under the Oil Pollution Act of 1990 http://www.uscg.mil/npfc/docs/PDFs/urg/Ch3/NPFCTOPS.pdf

4850 Permits

4850.1 Wildlife Permit and MOAs

Permits are normally issued to individuals for rehabilitation of orphaned and injured wildlife. During an oil spill, rehabilitators that have the appropriate level of training (HAZWOPER and ICS) and oiled wildlife experience work closely with veterinarians toward the ultimate goal of releasing the animal back into the wild. A state permit is required from Texas Parks and Wildlife Department. A federal permit from the U.S. Fish & Wildlife Service is also required for those desiring to rehabilitate birds. To obtain a state and federal permit, follow the appropriate links below:

http://www.tpwd.state.tx.us/business/permits/land/wildlife/rehab

http://www.fws.gov/migratorybirds/mbpermits.html

A Memorandum of Agreement (MOA) was established between USCG, EPA, USFWS, and NOAA NMFS to address required consultations under Section 7 of the Endangered Species Act. This MOA outlines the actions to take for completing these consultations prior to and during an incident.

MOA information as well as POCs for consultation of F&WS and NMFS, Reference the various wildlife refuge plans and GRPs in: http://gisweb.glo.texas.gov/atlas/masterpage.pdf

Reference: Attachment 3 (Section 7 Consultation Form) & Attachment 4 (Emergency RRT VI Endangered Species Consultation Form).

4850.2 Disposal Permit

Procedures to obtain a disposal permit (to include a sample permit) to be developed. Expected completion date: May 2013

4850.3 Dredging Permit

Procedures to obtain dredging permit can be found on USCG Homeport https://homeport.uscg.mil under the Sector Corpus Christi Port Directory, Under Salvage Response Plan (SRP).

4850.4 Decanting Permit

Reference 'Decanting Policy' Section 3260.6
Appendix I: Example decanting permit to be developed. Expected completion date: May 2013

5000 LOGISTICS

To view the "Operational Planning P" for 'Logistics Activities' reference
http://homeport.uscg.mil/ics/

5100 Logistics Section Organization

The Logistics Section is responsible for providing services and support to meet all incident or event needs. This is accomplished under the direction of the Logistics Section Chief. Logistics service and support to an incident or event are important functions. Early recognition of the need for a separate logistics function and section can reduce time and money spent on an incident. All functions not assigned by the Section Chief remain the responsibility of the Section Chief

For more ICS position description information, reference the IMH and specific Job Aids at:
http://homeport.uscg.mil/ics/

5200 SUPPORT

For the following support elements, reference POC and contact info as appropriate:

- Dispersants: Reference Sections 1660.1 and 9260.19
- In-situ Burning: Reference Chapter 1660.2 and 9260.19
- Hazmat substance response: Reference 9220.15 and applicable City/County annex's
- OSRO list: Reference 'List of Discharge Clean-up Organizations' on TGLO Toolkit http://gisweb.glo.texas.gov/atlas/masterpage.pdf as well as the RRI: https://cgrri.uscg.mil/LogOn.aspx
- Potential ICP locations: reference section 9260.5 but more so EPA Region VI (under "Corpus Christi" documents) http://www.epaosc.org/gulfcoaststagingareas
- Berthing facilities: Reference Chapter 9260.12
  Boat ramps/launching areas: see GRPs and ESI maps:
  http://gisweb.glo.texas.gov/atlas/atlas/acp/corpus/ccindex.pdf
- Staging areas: see Section 3500 as well as EPA Region VI (under "Corpus Christi" documents) http://www.epaosc.org/gulfcoaststagingareas
- Airport/heliports: see Sec 9260.10 and TGLO Tool Kit maps:
  http://gisweb.glo.texas.gov/atlas/atlas/acp/corpus/ccindex.pdf
- Temporary storage and disposal facilities: see 9260.14 AND RRI Appendix located at: https://cgrri.uscg.mil/LogOn.aspx
- Maintenance and fueling facilities: see 9260.15
- Wildlife rescue and rehabilitation facilities: See toolkit, Appendix A (Lower Texas Coast Wildlife Plan) and 9240.8
- For port/dock facilities: see Tool Kit maps:
  http://gisweb.glo.texas.gov/atlas/atlas/acp/corpus/ccindex.pdf
- For current Vessel of Opportunity Skimming Systems (VOSS) locations and information, Reference Attachment 1 and/or contact District Eight Response Advisory Team (DRAT) (504) 671-2235

5300 SERVICES

For the following services, reference POC and contact information as appropriate:

- For catering/messing facilitates, reference Section 9260.13
- For medical facilities, reference Section 9230.9

5400 Communications

5410 Coast Guard Communications Capabilities

http://www.navcen.uscg.gov/marcomms/cgcomms/default.htm

Title	Phone Number
Command	
Sector Commander	(361)438-0161
Sector Deputy	(361) 533-2844
Prevention	(361) 533-0049
Inspections	(361) 533-2852
Response	(361) 438-0163
Logistics	(361) 438-0162
Planning	(361) 443-7212
MOL	(361) 533-2851

Duty Phones	
Duty Pollution Responder	(361) 533-7166
SIO	(361) 533-2873
Duty Port State Control	(361) 533-3005
Duty Inspector	(361) 533-3007
Waterways Management	(361) 533-1269
MSSOs	-
MSD Victoria Supervisor	(361) 533-0086
MSD Victoria	(361) 533-0087
MSD Brownsville Supervisor	(956) 592-0542
MSD Brownsville	(956) 592-0544

Intelligence	
Supervisor	(361) 533-2865
LT	(361) 533-2859
Civilian	(361) 533-2840
Brownsville	(956) 592-9598

Hurricane Response	
	(361) 533-1145
	(361) 533-1260
	(361) 533-1263

Other Numbers	
Civil Engineering Duty	(361) 533-0072
HIV1 (intrinsically safe)	(361) 533-2878
HIV2 (intrinsically safe)	(361) 533-2879
SEC1 (intrinsically	(361) 533-2880
safe) SEC2	(361) 533-2885
(intrinsically safe)	(361) 533-2882
SEC3 - SUSPENDED	(361) 533-7472
CFVS	

5410.1 Gulf Strike Team Command Trailer

The Gulf Strike Team has a Communication/Mobile Command Post trailer with various VHF and UHF radio and multiple telephone lines. This resource may be requested via Sector Corpus Christi or by contacting (251) 441-6601.

5410.2 Communication Frequencies

Figure 1 - USCG Monitored Frequencies

Channel	Frequency	Use	Remarks
6	156.3	Ship-to-Ship Safety	Use for Ship-to-Ship safety and Search and Rescue
12	156.6	Vessel Traffic Service (VTS)	Not currently in use.
13	156.65	Bridge to Bridge	Message must be about ship navigation
16	156.8	International Distress, Safety, and Calling	Only for hailing, distress, and Search and Rescue
21A	157.5	U. S. Coast Guard Only	
22A	157.1	USCG Liaison & Maritime	Use this Channel to talk to Coast Guard and public
23A	157.05	U. S. Coast Guard Only	Working Frequency
81A	157.075	Houston-Galveston, Galveston	Not currently in use.
83A	157.175	Houston-Galveston, Galveston	Not currently in use.
For Air-to-Ground: Primary 345.0000 MHz, Secondary is: 237.9000 MHz			

5410.3 Coast Guard VHF-FM High Sites

Port O'Connor
Robstown
Port Mansfield
Port Isabel

5410.3 Communication Facilities

Incident specific Communications will transfer from Dispatch Centers, Sector Command Center, etc... to the Incident Command Post (ICP) once established. Additional mobile communications trailers will be requested through appropriate District channels as needed. Additionally, Reference Section 5410.1.

6000 FINANCE

To view the "Operational Planning P" for 'Finance Activities' reference
http://homeport.uscg.mil/ics/

6100 Finance Section

The Finance/Administration Section is usually staffed in large-scale or complex incidents. Since most of the activities of the Finance/Administration Section do not require face-to-face communication, these operations may be located remotely from the incident site. A description of the Finance/Administration Section with organizational chart and responsibilities of the Section and subordinate Units can be found in the U.S. Coast Guard Incident Management Handbook

For more ICS position description information, reference the IMH and specific Job Aids at:
http://homeport.uscg.mil/ics/

6200 Fund Access

6200.1 FOSC Access to the Federal Fund

Federal removal actions are authorized by the FWPCA and CERCLA as the required elements of jurisdiction exist. In the event of a discharge or release, if the responsible party is not acting promptly or is not known, the Federal On-Scene Coordinator (FOSC) may initiate federal removal under the authority of Section 311(o)(1) of the FWPCA or section 104(a) of the CERCLA. The responsible party is liable for government removal costs in accordance with Section 311(f) of the FWPCA and Section 107 of the CERCLA. The NCP, 40 CFR Part 300.58, outlines the types of funds which may be available to remove certain oil and hazardous substance discharges/releases.

6200.2 National Pollution Fund Center

The National Pollution Fund Center (NPFC) manages the Oil Spill Liability Trust Fund (OSLTF), a source for payment of removal costs and damages resulting for oil spills or incidents that threaten to spill oil into navigable waters of the United States, adjoining shorelines, or the Exclusive Economic Zone (EEZ). The NPFC:

- Acts as the fiduciary agency for the OSLTF and administers the Coast Guard portion of CERCLA;
- Provides 24-hour funding to FOSCs for immediate removal actions to an incident, to monitor Responsible Party's actions, or to initiate an assessment of damages to natural resources; and
- Issues Federal Project Numbers (FPN/CPN) as requested by the FOSC.

The NPFC operates within a case team concept. There are four case teams: Southeast, Gulf Coast, West Coast, and Northeast. Each case team includes legal, financial, natural resource damage claims, and OSLTF claims specialists.

6200.3 Accessing the Oil Spill Liability Trust Fund

The OSLTF was established by Section 311(k) of the FWPCA and is administered by the Coast Guard. Title 33 CFR Subchapter M provides regulatory information on state access to the OSLTF, claims procedures, financial responsibility for vessels, and other topics. Additional information on the OSLTF can be found in the "NPFC User Reference Guide" and in Chapter 7 of the Coast Guard Marine Safety Manual Vol. VI (COMDTINST M16000.11). The NPFC Users Reference Guide can be found at:
http://www.uscg.mil/npfc/URG/default.asp.

In the event of an oil spill, the FOSC, states, claimants, and trustees can obtain access to federal funds. The FOSC can obtain immediate access to a funding account and ceiling for incident response by accessing the Ceiling and Number Assignment Processing System (CANAPS) on the internet: http://www.uscg.mil/npfc/Response/CANAPS/default.asp.

The following funding limitations exist in accessing the OSLTF:

- The maximum, per case is $1 billion, or the balance in the OSLTF, whichever is less;
- Removal funding (including response to a substantial threat) are limited to the funds available in the OSLTF Emergency Fund. However, the NPFC may transfer funds into the Emergency Fund to continue removal actions.
- There is a maximum of $500 million per case to satisfy NRD claims and assessments;
- Initiation of NRDA costs may be paid out of the Emergency Fund, subject to its availability and the process through which funding was requested.
- The discharge (or substantial threat of discharge) must impact navigable waters of the United States (including the EEZ).

6200.4 Hazardous Substance Response Trust Fund

An MOU between the USCG and EPA allows the USCG to access the Hazardous Substance Trust Fund (Superfund) when the USCG undertakes response activities pursuant to CERCLA, Executive Order 12316, and the provisions of Subpart E of the NCP. When EPA provides the FOSC, the FOSC has the authority to spend up to $200,000 in emergency situations. The EPA Regional Administrator has authority to approve Trust Fund expenditures not to exceed $6,000,000. Expenditures exceeding $6,000,000 must be approved by EPA Headquarters. When the USCG provides the FOSC, the FOSC has the authority to approve Trust Fund expenditures not to exceed $50,000. USCG FOSCs can receive approval for CERCLA Trust Fund expenditures up to $250,000 through the Commander, Eight Coast Guard District. For additional expenditures, approval from the EPA office of Emergency and Remedial Response (OERR) is necessary. To access the fund, an account number must be obtained from EPA Headquarters.

Other Federal agencies have authority to expend Trust Fund money in accordance with Interagency Agreements (IAG) and MOUs with EPA. Reimbursement of agency expenditures will be in accordance with the procedures specified in these IAGs and MOUs. The CERCLA statute allows state access to Superfund monies only through a Cooperative Agreement between EPA and the State.

In accordance with 40 CFR Part 300.415(b)(2), Trust Funds may be used to undertake immediate removal actions when the agency proving the FOSC determines that such action will prevent or mitigate immediate and significant harm to human life or health or to the environment from such situations as:

- Human, animal, or food chain exposure to acutely toxic substances;

- Contamination of a drinking water supply;
- Fire and/or explosion; and
- Similar acute situations.

In the event of a hazardous substance release or imminent threat of a release, the FOSC can obtain access to federal funds through CERCLA.

The FOSC determined if federal funds are required and requests a spending ceiling and CERCLA Project Number (CPN) for the NPFC Cast Officer/Region Manager. The FOSC can fund USCG resources contractors, OGAs, and contractor costs through the CPN, (NPFC User's Guide Chapter 2).

6200.5 CERLCA Access Criteria and Limitations

The release or substantial threat of a release of a hazardous substance, pollutant, or contaminate must impact the environment. "Environment" is defined in CERCLA as waters of the U.S., other surface waters, ground water, drinking water supply, land surface or subsurface, or ambient air;

Removal funding is limited to no more than $2,000,000 or 12 month duration. EPA may grant incident specific waivers to this requirement;

FOSCs may only obligate less than $250,000 for an incident without an approved Action memorandum. (See NPFC User Guide, Chapter 2, section entitled "CERCLA Removal Cost TOPs");

- There is no provision for state access;
- There are no provisions for funding pre-assessment phase activities of NRDA;
- Compensation to claimants damaged by hazardous substances is no available; and
-
- The substance must not be oil as defined by 33 USC Section 2701(23).

6200.6 Access through Pollution Removal Funding Authorizations

Federal, state, local, and tribal governments assisting the FOSC may receive reimbursable funding authority through a Pollution Removal Funding Authorization (PRFA). The NPFC can be consulted regarding PRFAs, but authorization to establish and use this funding source is provided by the FOSC. PRFAs must be approved by the FOSC.

6200.7 Military Interdepartmental Purchase Request

When the responsible party is a federal agency owning/operating a public vessel or federal facility is capable of funding cleanup but lacks the resources to properly conduct the cleanup, the FOSC should attempt to establish a Military Interdepartmental Purchase Request (MIPR) or similar reimbursable agreement, to establish direct upfront funding of the removal activities. MIPRS are also used in lieu of PRFAs when using a DOD agency to assist the FOSC (i.e. SUPSALV)

6200.8 State Access to the CERLCA Fund

Expenditures of Superfund money by a State must be in accordance with a contract or cooperative agreement between the EPA and that State.

6200.9 State Access to the OSLTF

OPA 90 allows state Governors to request payment of up to $250,000 from the OSLTF for removal costs required for the immediate removal of a discharge, or the mitigation or prevention of a substantial threat of a discharge of oil. Requests are made directly to the FOSC who will determine eligibility. If a state anticipates the need to access the Fund, they must submit a request which shall include the person's name, title, address, telephone number, and the capacity in which they are employed. FOSCs will provide initial coordination of the request and subsequent coordination and oversight.

6200.10 Eligibility for Sate Access to the OSLTF

The following eligibility consideration will be evaluated by the FOSC when contacted by the State requesting OSLTF monies:

- Is the incident eligible for immediate removal under the CWA, as amended by OPA90;
- If the substance discharged/threatening discharge is oil;
- Is the aggregate amount of the request equal to or less than $250,000;
- Are the proposed actions consistent with the NCP (including the requirement in 40 CFR Part 300.305(c) that a reasonable effort was voluntarily made by the discharger to promptly perform removal actions);
- Are the proposed level of response, proposed actions, and amounts requested appropriate for the circumstances; and
- Does the State have the means to complete immediate removal?

The FOSC will then notify the NPFC Director and the State of his/her decision.
More information regarding State access to the OSLTF is contained in the NPFC Instruction 16451.1, Technical Operating Procedures for State Access under Section 1012(d)(1) of the Oil Pollution Act of 1990 http://www.uscg.mil/npfc/docs/PDFs/urg/Ch4/NPFCTOPSstate.pdf

6210 Lead Administrative Trustee Access to the OSLTF

Section 6002(b) of OPA90 provides that the OSLTF Emergency Fund is available "to initiate the assessment of natural resource damages". For the purpose of this agreement, initiate activities have been defined as those pre-assessment activities as outline in 15 CFR Part 990, Subpart D. Executive Order 12777 limits funding for initiation to the Federal Trustees, who are as follows:

- Department of the Interior;
- Department of Commerce;
- Department of Agriculture;
- Department of Defense; and

- Department of Energy.

Executive Order 12777 introduced the Federal Lead Administrative Trustee (FLAT) concept to provide a focal point for addressing natural resource issues associated with a specific incident. The NPFC will only accept requests for initiation from, and normally work directly with the FLAT. State and Tribal Trustees must work through a FLAT. Those State and Tribal Trustees acting in the event of a spill may join with the designated Federal Trustees to name a FLAT.

Threshold initiation of a natural resource damage assessment (NRDA) must be in response to an OPA incident, i.e., a discharge or substantial threat of a discharge of oil into or upon the navigable waters or the adjoining shorelines or the exclusive economic zone of the United States.

6220 Local and Tribal Government Access to the Superfund

Local and federally recognized tribal governments may request reimbursement of cost to carry out temporary measures to protect human health and the environment without a contract or cooperative agreement. All costs for which local governments are seeking reimbursement must be consistent with the NCP and Federal cost principles outlined by the Office of Management and Budget. Reimbursements are limited to $25,000 per hazardous substance response. In addition, reimbursement must not supplement local government funds normally provided for emergency response. States are not eligible for reimbursement and no state may request reimbursement on behalf of political subdivisions within the state.

More information on the Local Government Reimbursement (LGR) program may be found at: www.epa.gov/osweroe1/content/1gr/.

6230 Required Record Keeping

The State shall maintain records of expenditures for fund monies including:

- Daily expenditures for each individual worker, giving the individual's name, title or position, activity performed, time on task, salary or hourly rate, travel costs, per diem, out-of-pocket or extraordinary expenses, and whether the individual is normally available for oil spill removal;

- Equipment purchased or rented each day, with the daily or hourly rate;

- Miscellaneous materials and expendables purchased each day; and

- Daily contractor of consultant fees, including costs for their personnel and contractor-owned or rented equipment, as well as that of any subcontractor

The state shall submit a copy of these records and a summary document stating the total of all expenditures made to the NPFC within 30 days after completion of the removal actions. A copy of these documents shall also be submitted to the FOSC.

6300 Cost Unit

6300.1 Cost Recovery

The EPA will make all decisions regarding recovery of expenditures from the Superfund. All agencies expending Superfund money must submit an itemized account of all funds expended in accordance with provisions of contracts, Interagency Agreements (IAG), or Cooperative Agreements with EPA. These agreements must be in place prior to the expenditure of funds.

The discharger incurs liability up to the discharger's legal limit of liability for all actual costs associated with Federal removal following Federal assumption of response activities. Recoverable costs include:

- Direct expenditures from the fund (i.e., payment of contractors or vendors);
- All reimbursable agency expenses;
    - All personnel costs, including salaries of response personnel;
    - Equipment costs, including depreciation and maintenance;
    - Administrative overhead; and
    - Pollution removal damage claims.

6300 .2 Federal Fund Documentation and Cost Recovery Procedures

Through Executive Orders the President has delegated certain functions and responsibilities vested to him by the FWPCA and CERCLA to the EPA and the USCG. Under CERCLA the Superfund has been set up to fund federal responses to hazardous substances, pollutants, or contaminates as defined by CERCLA, that may present an imminent or substantial threat to public health or the environment. Responses to discharges of petroleum products are specifically excluded from CERCLA. Section 311 of the CWA, as amended by OPA90, established the OSLTF for response to discharges of petroleum products. Response includes conducting Natural Resource Damage Assessments and paying claims for removal costs or damages. The EPA and USCG both have access to both funds through MOU/MOAs established between both agencies. Only costs incurred during containment, countermeasures, clean-up, and disposal during a Federal Response to an oil pollution incident are recoverable from the OSLTF and must be certified by the FOSC. The NCP contains information and procedures with regards to both the FWPCA and CERCLA, and contains sections regarding documentation and cost recovery for both acts.

6310 Reimbursable Expenses

OPA authorizes payment of removal costs, including the costs of monitoring removal actions consistent with the National Contingency Plan. This allows payment of incident-specific costs authorized by an FOSC, including costs of monitoring a responsible Party's cleanup, as well as actual Federal cleanup activities. The fund may reimburse:

- Costs of containment and removal of oil from water and shorelines;
- Costs to prevent, minimize, or mitigate oil pollution where there is a substantial threat of discharge of oil; and

- Costs of taking other related actions necessary to minimize or mitigate damage to the public health or welfare, including, but not limited to, damage to fish, shellfish, wildlife, public and private property, shorelines, and beaches

6310.1 Procedures for Reimbursement

To seek reimbursement from the Federal Fund, Federal agencies must submit their reimbursable expenses on Form SF 1080 "Voucher for Transfer between Appropriations and/or Funds," to the FOSC for certification. The FOSC will submit certified requests for reimbursements to NPFC within 60 days after completion of the cleanup action (33 CFR Part 153.417). The USCG will effect transfer of funds to the agency requesting reimbursements, and prepare a billing for the discharger from information on recoverable expenditures on the USCG Form "Personnel Vehicle and Miscellaneous Cost Accounting Sheet" (available from the USCG).

State agencies that do not have a formal agreement must submit a letter to the OSC requesting reimbursement. This letter must include a detailed itemized statement of reimbursable expenditures. Refer to the USCG Marine Safety Manual for additional information.

6320 Liability Limits

OPA sets limits of liability which apply to all removal costs and damages sought under the act. The limits may be adjusted for inflation every 3 years, based upon the consumer price index. The OPA sets the following limits:

- Tank vessels: $1,200 per gross ton; $10 million if 3,000 gross tons or greater; $2 million if less than 3,000 gross tons;
- Any other vessel: $600 per gross ton or $500,000;
- Offshore facility except Deep Water Ports: $75,000,000; and
- Onshore facility and Deep Water Ports: $350,000,000.

There are certain exceptions to these liability limits. These limits do not apply to the following situations:

- If the incident was caused by gross negligence or willful misconduct;
- If the incident was a result of a violation of applicable Federal safety, construction, or operating regulations; and
- If the responsible party fails to report the incident, provide all reasonable cooperation and assistance required by a response official, or comply with an order issued by the Federal OSC.

In addition, OPA does not preempt State laws regarding liability, so in areas where State law places a higher limit, compensation for damages up to the liability limit established by the State law may be pursued. Responsible Parties who exceed their limits of liability are highly encouraged to continue funding all removal actions

6330 Reports

FOSC reports will be submitted as determined necessary by the RRT for a particular incident. Pollution Reports (POLREPS) shall be submitted for the coastal zone in accordance with the requirements outlined in Marine Safety Manual Vol. VI, Chapter 7.B.5.b. For inland zone, POLREPS shall follow the format outlines in EPA's Superfund Removal Procedures: Removal Response Reporting guidance.

6400 Time

The accurate reporting of time for personnel and equipment shall be conducted in the following manner:

Personnel:

- Establish and maintain a file for personnel time reports within the first operational period. Initiate, gather, or update a time report from all applicable personnel assigned to the incident for each operational period. Maintain a log of excessive hours worked and give to the Time Unit Leader daily.

- Ensure that all personnel identification information is verified to be corrected on the time report

- Post personnel travel and work hours, transfers, promotions, specific pay provisions and terminations to personnel time documents

- Ensure that time reports are signed. Close out time documents prior to personnel leaving the incident. Distribute all time documents according to agency policy.

Equipment

- Advise Ground Support Unit, Facilities, and Air Support Group of the requirement to establish and maintain a file of daily records for equipment time reports. Assist units in establishing a system for collection these equipment time reports.

- Post all equipment time tickets within four hours after the end of each operational period.

- Prepare a use and summary invoice for equipment (as required) within 12 hours after equipment arrival at the incident

- Submit data to Time Unit Leader for cost effectiveness analysis

- Maintain current posting on all charges or credits for fuel, parts, services, and commissary

- Verify all time data and deductions with owner/operator of equipment

- Complete all forms according to agency specifications. Close out forms prior to demobilization. Distribute copies per agency and incident policy

- The Logistics Section of the ICS can arrange to have meals purchased from local establishments (e.g., supermarket deli box lunch) and charge to the fund. All USCG that are TAD at the spill site must have these meals annotated on their orders

6500 Compensation /Claims

The Compensation/Claims Unit Leader (COMP) is responsible for the overall management and direction of all administrative matters pertaining to compensation for injury and claims related activities (other than injury) for an incident.

6510 Claims Against the OSLTF

Claimants (individuals, corporations, and government entities) can submit claims for uncompensated removal costs or certain damages (natural resources, real/personal property, loss of profits, loss of subsistence use of natural resources, loss of government revenues, and increased cost of government services) caused by an oil spill to the NPFC if the Responsible Party for the Discharge does not satisfy their claim. This is in addition to the response cost recovery procedures covered in sections 6200 and 6300. The NPFC adjudicates claims and pays those with merit.

The Responsible Party can submit claims to the NPFC provided that:

- The total of all response costs and damage claims exceed the Responsible Party's statutory limit of liability; or
- The spill was solely caused by a third party, an Act of God, or an Act of War.

The categories of uncompensated losses covered by the OSLTF are:

- Removal costs,
- Real or personal property damages,
- Loss of profits or earning capacity,
- Loss of subsistence,
- Loss of government revenues,
- Cost of increases public services, and
- Damages to natural resources.

Generally, claims for all costs and damages resulting from an oil pollution incident must be presented first to the Responsible Party or its guarantor. The guarantor is typically the Responsible Party's insurer.

Reimbursements are limited to $250,000 per hazardous substance response. In addition, reimbursement must not supplant local government funds normally provided for emergency response. States are not eligible for reimbursement and no state may request reimbursement on its own behalf or on behalf of political subdivisions within the state.
The NPFC Claimant's Guide can be found at

http://www.uscg.mil/npfc/docs/PDFs/urg/Ch6/NPFCClaimantGuide.pdf

6520 Compensation for Injury Specialist (INJR)

Under the supervision of the COMP, the Compensation for Injury Specialist is responsible for administering financial matters resulting from serious injuries and fatalities occurring on an incident. Close coordination is required with the Medical Unit. The major responsibilities of the INJR are:

- Co-locate Compensation for Injury Specialist with the Medical Unit when possible.
- Establish procedure with Medical Unit Leader on prompt notification of injuries or fatalities.
- Obtain a copy of Incident Medical Plan (ICS 206-CG).
- Provide written authority for persons requiring medical treatment.
- Ensure that correct agency forms are being used.
- Provide correct billing forms for transmittal to doctor and/or hospital.
- Coordinate with MEDL to keep informed on status of injured and/or hospitalized personnel.
- Obtain all witness statements from SOFR and/or MEDL and review for completeness.
- Maintain a log of all injuries occurring at the incident.
- Coordinate/handle all administrative paperwork on serious injuries or fatalities.
- Coordinate with appropriate agency(s) to assume responsibility for injured personnel in local hospitals after demobilization.
- Maintain Unit Log (ICS 214-CG).

6530 Claims Specialist (CLMS)

Under the supervision of the COMP, the CLMS is responsible for managing all claims-related activities (other than injury) for an incident. The major responsibilities of the CLMS are:

- Develop and maintain a log of potential claims.
- Coordinate a claims prevention plan with applicable incident functions.
- Initiate an investigation on all claims other than personnel injury.
- Ensure that site and property involved in an investigation are protected.
- Coordinate with the investigation team as necessary.

- Obtain witness statements pertaining to claims other than personnel injury.
- Document any incomplete investigations.
- Document follow-up action needs by the local agency.
- Keep the COMP advised on the nature and status of all existing and potential claims.
- Ensure the use of correct agency forms.

6600 Procurement

6610 Contracting Officer Authority

When the USCG is accessing the OSLTF/Superfund, a Basic Ordering Agreement (BOA) contractor must be selected over a non-BOA Contractor, if available. BOA contractors are initially hired by verbal order followed by a written contract (Authorization to Proceed) for each incident, which will include the specific number of personnel and equipment needed, estimated cost, and the FPN.

Unless the contractor cannot provide a timely and adequate response, selection of a non-BOA contractor by an FOSC is not authorized. A Shore Infrastructure Logistics Center (SILC) contracting officer is generally the only person authorized to hire a non-BOA contractor. If the contracting officer cannot be reached in a timely manner, the FOSC is authorized to issue non-BOA purchase orders, on an emergency basis only, with an initial limit not to exceed $5000, and a total limit not to exceed $25,000 per incident. The FOSC must contact the contracting officer within 24 hours after exercising this emergency authority. If the FOSC determines that another agency can assist in a removal effort, the FOSC may authorize that agency to perform removal actions, before executing a Pollution Removal Funding Authorization.

In the event there is a requirement to develop a MOU and/or land use agreement, the FOSCR will coordinate with District Eight (D8) Legal.

7000 HAZARDOUS MATERIALS

7100 Introduction

The spill or release of a hazardous substance is unique when compared to an oil spill in that hazardous substances have a greater potential to impact human health. In general, oil spills are of great concern due to their potential to cause long-term damage to the environment. Oil spills do not routinely pose an immediate threat to human life. On the contrary, hazardous substance spills can pose an immediate danger to humans when released in even the smallest quantities. This section of the Area Contingency Plan provides general guidelines for initial response actions necessary to abate, contain, control, and remove the spilled material and describes some of the unique issues associated with a hazardous material spill.

The definition of hazardous substance is:

(1) As defined by section 101(14) of Comprehensive Environmental Response, Compensation Liability Act, means: Any substance designated pursuant to section 311(b)(2)(A) of the Clean Water Act; any element, compound, mixture, solution, or substance designated pursuant to section 102 of CERCLA; any hazardous waste having the characteristics identified under or listed pursuant to section 3001 of the Solid Waste Disposal Act. The term does not include petroleum, including crude oil or any fraction there of which is not otherwise specifically listed or designated as a hazardous substance in the first of this paragraph, and the term does not include natural gas, natural gas liquids, liquefied natural gas, or synthetic gas usable for fuel (or mixtures of natural gas and such synthetic gas).

The definition of harmful quantity is:

(1) For purposes of section 311(b)(4) of the Federal Water Pollution Control Act, discharges of oil in such quantities that the Administrator has determined may be harmful to the public health or welfare of the environment of the United States include discharges of oil that: (a) Violate applicable water quality standards; or (b) Cause a film or sheen upon or discoloration of the surface of the water or adjoining shorelines or cause a sludge or emulsion to be deposited beneath the surface of the water or upon adjoining shorelines. (40CFR110.3)

The definition of Reportable Quantity (RQ) is:

(1) that quantity, as set forth in this part(40CFR302.4 Table), the release of which requires notification pursuant to this part (CERCLA)

(2) means quantities that may be harmful as set forth in 40CFR117.3, the discharge of which is a violation of section 311(b)(3) and requires notice as set forth in 40CFR117.21 (FWPCA)

7410 Operations

The following is generic information concerning hazardous material emergency response. It is intended to supplement not replace the operational procedures as set forth in other parts of this plan.

Safety is the first priority in responding to any accident, Thinking safety is even more important when the accident involves, or might involve, hazardous materials. It is absolutely necessary to know the properties of the materials involved. Some hazardous materials cannot be seen or smelled and yet there may be chemicals leaking in gas, liquid, or solid foam. The danger of sudden fires or explosions must be assumed.

It is entirely possible that the scene of an accident involving hazardous materials will represent such a high degree of hazard that the only safe course is to protect the perimeter and evacuate or shelter-in-place those who may become exposed to the dangers of toxic fumes or violent container ruptures. These severe hazards may exist with or without the presence of fire, smoke, or odors.

If an accident involving hazardous materials happens, IMMEDIATELY:

(1) Sound the alarm and notify all local emergency response authorities;

(2) Isolate the hazard area and restrict entry, as appropriate. Establish an initial isolation perimeter and control points.

(3) Make an initial survey of the scene. Much of this information can be obtained through radio or telephone contact with witnesses. If' it is necessary to dispatch a person to the scene, observations should be made from upwind at a safe distance.

DANGER: Only those individuals directly involved in the emergency response effort, wearing the proper level of personal protection equipment and working in pairs with appropriate backup shall be allowed access into the exclusion/hot zone. Personal protection equipment could include SCBA, full turnout clothing, or chemical protective clothing, based upon the nature of the emergency.

If safe to do so, determine:

(a) The location of threatened or potentially threatened people;

(b) The presence of fire, smoke, or fumes;

(c) The presence of hazardous substances;

(d) The presence of warning or identifying labels or placards;

(e) The type of personal protection equipment needed; (f)

The overall condition of the vessels and containers; (g)

Wind direction and approximate speed.

Initiate actions for protection of downwind receptors through local emergency management officials (e.g., evacuation or shelter-in-place), as appropriate

Rescue the injured, ONLY if safely possible. Once rescue personnel are properly equipped, look for injured in vessel cabins, on deck, and in the general vicinity of the accident. If injuries appear to be due to chemical exposure, attempt to identify which chemicals are involved. In general, remove victims to fresh air and remove all chemical soaked clothing. First aid personnel should protect themselves against direct contact with contaminated clothing or materials.

7420 Hazardous Substances and Products in South Texas Coastal Zone

The following is a non-exclusive list of hazardous substances or products that are routinely transported within the South Texas Coastal Zone:

1. Acetone
2. Benzene
3. Butane/Propane
4. Bunker "C"
5. Calcium Chloride
6. Sodium Hydroxide
7. Natural Gasoline
8. Cumene
9. Crude Oil
10. Diesel
11. Fuel Oil
12. Gas Oil
13. Jet Fuel
14. Liquid Fertilizer
15. Methanol 16. Naphtha 17. o-Xylene 18. p-Xylene 19. Propane
20. Raffinate (adeponitrile)
21. "Slop & Slurry"
22. Solvent (Various)
23. Toluene
24. Xylene

7430 Resources

Refer to Section 9200 for a list of Hazardous Material resources.

Also reference the Texas Regional Response Network (TRRN). The purpose of the TRRN is to aid in response and planning efforts by allowing system users to access resource information as it basically serves as an electronic inventory system for available resources and equipment. Link (Requires Log-in):

https://www.trrn.state.tx.us/trrn/Tier01/Security/SignIn.aspx

8000 MARINE FIRE FIGHTING

8100 Introduction

This section of the Area Contingency Plan (ACP) outlines the USCG responsibilities and provides response guidelines for a marine fire. The Captain of the Port's (COTP) primary concern in responding to vessel or facility fires is to ensure safety of life. Secondary concerns include maintaining vessel traffic, preserving property, and protection of the environment. The establishment and facilitation of a unified response between commercial entities, federal, state and local responders will be utilized to achieve these goals.

A marine fire emergency is defined as any emergency that poses a threat to the harbor's facilities or vessels through fire or the potential for fire. A marine fire can occur through a variety of catalysts including, but not limited to, collision, hot work, explosion, arson, terrorism, and carelessness. It is understood that numerous other calamities may occur within a harbor, but it is felt that they are addressed adequately in other existing plans.

If the marine fire is not adequately managed, consequences include significant loss of life, disruption of maritime commerce, and a potential release of pollutants into the U.S. navigable waterways. Therefore, the COTP should make every effort to foster positive relationships, including, but not limited to, signing memorandums of understanding (MOU's) with state and local, and private firefighting agencies (e.g. Refinery Terminal Fire Company (RTFC), Corpus Christi, TX), so that in the event a marine fire should occur, participating agencies will be able to most effectively accomplish the mission.

8110 Policy and Responsibility

Federal Policy - This section is written in accordance with the Coast Guard Marine Safety Manual, (COMDTINST M16000.11) which requires Captains of the Port (COTP) to develop current and effective contingency plans, supported by the port community, providing adequate response by the available federal, state, municipal and commercial resources to fires and other port emergencies.

The Federal Fire Prevention and Control Act of 1974 (PL93-498) declared that firefighting is and should remain a state and local function. Generally, boundaries extend 3 NM from shore along the ocean. State and local firefighting jurisdiction extends to these boundaries.

The Coast Guard, under the provisions of the Port and Waterways Safety Act, has broad authority to prevent damage to, or the destruction/loss of, any vessel, bridge or any other structure on or in the navigable waters of the United States. This statute, along with the provisions of 14 U.S.C. 88(b) (render aid and save property), provides authority for such assistance against fires as the Coast Guard may afford with is available resources.

The Oil Pollution Act of 1990 (OPA 90) mandated that owners and operators of vessels and Marine Transportation Related (MTR) facilities must identify response resources with firefighting capability. 33 CFR Part 154 requires MTR facilities that do not have adequate firefighting resources located at the facility or which cannot rely on sufficient local firefighting resources must identify and ensure the availability of adequate resources within twenty-four (24) hours. 33 CFR Part 155 requires that vessel owners and operators must identify commercial resources capable of deploying to the port within twenty-four (24) hours.

State Policy - Chapter 418 of the Government Code assigns the Division specific responsibilities for carrying out a comprehensive all-hazard emergency management program for the State and assisting cities, counties and state agencies in implementing their own emergency management programs. TDEM, like other state agencies, is also responsible for supporting development and implementation of the Governor's Homeland Security Strategy.

Disaster Districts are the State's regional emergency management organizations that serve as the initial source of state emergency assistance for local governments. A Chairman, who is the local Texas Highway Patrol commander, directs each District. Disaster District Committees, consisting of state agencies and volunteer groups that have resources within the District's area of responsibility, assist the Disaster District Chair in identifying, mobilizing, and deploying personnel, equipment, supplies, and technical support to respond to requests for emergency assistance from local governments and state agencies. Disaster District chairs may activate and commit all state resources in their area of responsibility to aid requesters, except that activation of the National Guard or State Guard requires prior approval by the Governor.

If the resources of a Disaster District are inadequate to provide the type or quantity of assistance that has been requested, the request for assistance is forwarded to the State Operations Center for state-level action.

State resources committed to assist local governments normally work under the general direction of the Disaster District Chair and take their specific task assignments from the local Incident Commander.

The state Emergency Management Council, which is composed of 32 state agencies, the American Red Cross (ARC), and the Salvation Army (TSA), is established by state law to advise and assist the Governor in all matters relating to disaster mitigation, emergency preparedness, disaster response, and recovery.

During major emergencies, Council representatives convene at the State Operations Center (SOC) to provide advice on and assistance with response operations and coordinate the activation and deployment of state resources to respond to the emergency. Generally, state resources are deployed to assist local governments that have requested assistance because their own resources are inadequate to deal with an emergency. The Council is organized by emergency support function (ESF) -- groupings of agencies that have legal responsibility, expertise, or resources needed for a specific emergency response function.

Local Policy - Code 418 of Texas State law requires all fire departments to respond to all reports of fire within their jurisdictions, including fires at marine facilities and/or vessels moored alongside those facilities. In addition, mutual aid agreements exist among the local fire departments to assist each other as necessary. Under the authority of the fire department that has jurisdiction, a fire department Incident Commander will assume command control of all fire department resources utilized to combat the fire.

It is important to note the local fire departments may have limited capability to respond to marine fires with floating fire fighting resources. The success of fighting waterfront facility fires, fires aboard free-floating vessels and fire aboard docked vessels is contingent upon a coordinated effort by the local Fire Department, the RTFC, the Coast Guard and commercial vessels with fire fighting capability.

8120 Captain of the Port Responsibility

The Coast Guard Captain of the Port (COTP) is charged by the Ports and Waterways Safety Act (33 USC 1221, et Seq.) with responsibility for navigation and vessel safety, safety of waterfront facilities, and protection of the marine environment within his/her area of jurisdiction. This responsibility extends to ships and their crews; but also personnel responsible for structures in, on, or immediately adjacent to the navigable waters of the United States, or the resources within these waters.

To fully carry out his/her responsibilities, the COTP has the authority under the Ports and Waterways Safety Act (33 USC 1223-1225) to direct the anchoring, mooring, or movement of a vessel; to specify times of vessel entry, movement, or departures to, from, or through ports, harbors or other waters; to restrict vessel operations in hazardous area or, under hazardous conditions to vessels which have particular operating characteristics, or capabilities; or to direct the handling, loading, discharge, storage and movement, including emergency removal, control and disposition of explosives or other dangerous cargo or substances, on any bridge or other structure on or in the navigable waters of the United States or any land structure immediately adjacent to those waters.

Additionally, under the Federal Water Pollution Control Act (FWPCA) (33 USC 1321 (d) (1)), the COTP may, whenever a marine disaster in or upon the navigable waters of the United States has created a substantial threat to the environment, because of a discharge of large amounts of oil or a hazardous substance from a vessel, coordinate and direct all public and private efforts directed at removal or elimination of such threat, and summarily remove and, if necessary, destroy such vessel.

The Intervention on the High Seas Act (33 USC 1471, et Seq.) extends the Coast Guard's authority to take similar preemptive or corrective action on the high seas (i.e. beyond the 3-mile territorial sea). Specifically, it authorizes the Commandant of the Coast Guard to take such measures on the high seas as may be necessary to prevent, mitigate, or eliminate grave and imminent danger to the coastline or related interests from pollution or threat of pollution to the sea by oil or hazardous substances which may reasonably be expected to result in major harmful consequences. This authority rests with the Commandant. The COTP will make any recommendations to take such action to the Commandant, via the Commander, Eighth Coast Guard District.

Coast Guard Policy on Firefighting - While it is clear that the Coast Guard has an interest in fighting fires involving vessels or waterfront facilities in or along the navigable waters of the United States, or in waters in which a resultant pollution hazard would threaten navigable waters of the United States or its resources, this interest does not extend to preemption of local responsibility and authority for firefighting. Under this policy the Coast Guard COTP works with port authorities and local government within his/her area of jurisdiction to maintain current and effective contingency plans to support the port community, including its fire departments, to ensure coordination of federal, state, municipal and commercial resources that respond to fires and other incidents. This policy is buttressed by the Federal Fire Prevention and Control Act of 1974 (PL 93-498) which states that firefighting is and should remain a state and local function.

8130 Vessel Master Responsibility

The master of a vessel or designated representative is responsible for the safety of the crew and vessel and should initiate firefighting response actions in accordance with the vessel's fire plan. The presence of local fire fighters does not relieve the master of command or transfer the master's responsibility for overall safety on the vessel. However, the master should not normally

countermand any orders given by the local fire fighters in the performance of firefighting activities onboard the vessel, unless the intended action clearly endangers the safety of the vessel or crew. **As the Master is typically the person most familiar with the vessel in question, then he/she should be integrated into the Unified Command (UC).**

8140 Area of Responsibility (AOR)

See Geographic Response Plans for the COTP AOR for more complete details on each AOR.

8150 Facility Operator Responsibility

Ultimate responsibility for the facility rests with the Terminal Manager. The Manager is not relieved of his duties, and as such must assist responding firefighting organizations in every way. The manager can provide detailed information on layout, location of hazardous materials, and may provide additional personnel to assist fire fighters.

This annex does not supersede a facility's policy on establishing mutual aid agreements; however, facilities covered under this annex understand the value of cooperation in the event of a potentially catastrophic incident, and as such establish in-house procedures which dictate their response to adjacent facility incidents.

8200 Command

The U.S. Coast Guard Incident Management Handbook (IMH) (COMDTPUB P3120.17 (series)) offers a detailed explanation into the Incident Commander(IC)/Unified Command (UC) structure during a marine fire. Nothing in this section conflicts with NIMS ICS, NRP, NCP, or previous sections of the Area Contingency Plan.

8210 Task Organization

In the event of a major shipboard or facility fire, the COTP will request the designation of an IC. The senior fire service person on-scene serves as the IC until it is deemed necessary to establish a UC (Section 8220). The COTP maintains the responsibility for the safety of the waterway and adjacent area.

8220 Multi-Agency Response

In a multi-agency response, a UC structure should be established in accordance with the IMH Chapter 21. This ICS structure should consist of the individuals designated by their respective agencies. The members of the UC must jointly determine objectives, strategy, and priorities. The determination of which agencies or departments the IC/UC uses may be done on the basis of greatest jurisdictional involvement, number of resources involved, existing statutory, or by mutual knowledge of the individual's qualifications.

A UC structure is called for under the following conditions:

1) More than one department or agency shares management responsibility due to the nature of the incident or the kinds of resources required.

2) The incident involved more than one jurisdiction.

The USCG cannot delegate its statutory authorities and will not delegate mission responsibilities to state or local agencies. However, USCG personnel should be prepared to fully integrate into a UC response structure and provide assistance as necessary.

8230 Multi-Agency Coordination

Coordination between outside agencies is most essential and must be assured by containing a continuous liaison between representatives. The best way to accomplish this is for the COTP to meet with stakeholders at the command post to discuss how the situation will be handled. While each case will present a different set of circumstances, liaison with representatives from some or all of the following stakeholders may be appropriate:

Fire Department(s)
U.S. Coast Guard
Pilots Association
Master of Vessel
Legal Counsel
Naval Architect
Chief Engineer
Chief Mate
Ship's Agent
District Disaster Center (DDC)
Victoria EOC
Calhoun County EOC
Nueces County EOC
Appropriate Municipal and/or County and State Officials
Owner's Representatives
Stevedores
Appropriate Facility Managers
Cargo Representative
P & I Club
Kleberg County EOC
Marine Surveyor
Industrial Hygienist/Toxicologist
Coastal Bend Multi-Agency Coordination Center (CBMACC)
Appropriate Port Authority/ Navigation District

8240 Federal Response

USCG Special Forces:

- ☐ National Strike Force ☐
  Marine Safety Center
- ☐ USCG Salvage Engineering Response Team (SERT)
- ☐ Eighth District Support Team ☐
  Eighth District Legal
- ☐ Coast Guard PIAT (Public Information Assist Team)
- ☐ USCG District 8 PADET (Public Affairs Detachment)

Other Federal Agencies:

- ☐ Environmental Protection Agency (EPA)
- ☐ Scientific Support Coordinator provided by the National Oceanic and Atmospheric Administration (NOAA)
- ☐ USN Supervisor of Salvage (SUPSALV)
- ☐ Navy or Army Corps of Engineers

Other Resources:

Any commercial ship becomes a valuable resource during an offshore fire to rescue the burning vessel's crew should the fire get out of control. Vessels in the area should be notified of a situation via an Urgent Marine Information Broadcast (UMIB). Tug companies in the vicinity should be contacted and may assist in fighting the fire, moving a dead ship, or transporting personnel and equipment.

8250 State/Local Response

Municipal Fire Departments - Generally, municipal fire departments respond to all notifications of fire within a port. This includes marine facilities located within the city boundaries and vessels moored alongside those facilities. Further, each department may become involved in fighting fires aboard vessels at anchor in the harbors falling within their jurisdiction. Offshore ship fires are a rescue priority and land based fire departments will have involvement at their chief's discretion as the situation and location dictates.

Fire Departments within South Texas include:

- ☐ Corpus Christi
- ☐ Brownsville
- ☐ Nueces County ESD 1 (Annaville)
- ☐ Nueces County ESD 2 (Flour Bluff)
- ☐ Fulton
- ☐ Harlingen
- ☐ Aransas Pass
- ☐ Ingleside
- ☐ Port Aransas
- ☐ Kleberg County
- ☐ Kingsville
- ☐ NAS Corpus Christi ☐ Point Comfort
- ☐ Portland
- ☐ Port Aransas
- ☐ Port Isabel
- ☐ Port Lavaca
- ☐ Port O'Connor
- ☐ Robstown
- ☐ Rockport
- ☐ Victoria
- ☐ Seadrift
- ☐ Refinery Terminal Fire Company (RTFC)

Commercial Responsibilities:

1. The ports of South Texas have limited commercial resources to combat major marine fires. The waterfront facilities in South Texas maintain a limited quantity of firefighting equipment on hand to combat small fires, but rely on the Refinery Terminal Fire Company (RTFC) - in the case of RTFC members - and municipal fire departments for response to large fires.
2. Facility managers and vessel operators are responsible for establishing an adequate fire prevention and safety program. In the event of a marine disaster, the master or manager

will be expected to provide detailed information on layout, location of cargo aboard, and additional manpower to assist firefighters.

3. The majority of commercial tugs operating in South Texas are equipped with fire monitors. However, it is important to note that insurance companies may limit fire monitors to shipboard personal use only; due to liability. These vessels do however, have the ability to move barges/ships away from shore side facilities should such action be warranted. The Port of Corpus Christi maintains one fireboat, operated in cooperation with the RTFC and the Port Authority.

Local emergency management officials provide response to many different emergencies and serve as a centralized notification point for resources with their local areas.

Law enforcement agencies can assist on-scene to:

- ☐ Control crowds,
- ☐ Limit access to incident area,
- ☐ Provide security for staging areas and/or
- ☐ Provide police escort for vehicles carrying firefighting personnel and resources.

8260 Captain of the Port Role

All USCG fire fighting forces and equipment within a COTP's Area of Responsibility shall be under the control of the COTP. The COTP is responsible for the development of the marine firefighting annex with input from local response organizations. The COTP shall act as the liaison between the USCG and other response organizations and the media. Orders from the IC for USCG responders shall be passed through and evaluated by the COTP. Only those orders that will not create unwarranted risk for USCG personnel and equipment shall be executed. The COTP shall not assume overall control of firefighting efforts when appropriate qualified fire officials are present and able to take control.

1. The COTP should:

- ☐ Assume the role of IC if the firefighting response is inadequate or nonexistent.
- ☐ Be prepared to assume the role of IC following conclusion of firefighting operations if the incident involved pollution or is classified as a marine casualty.
- ☐ Coordinate the use of other USCG resources such as small boats, helicopters, etc. in coordination with request of the IC/UC.
- ☐ Establish a Marine Fire Fighting Coordination Team to assist the IC in developing response objectives and integrating federal resources into the response.
- ☐ Initiate a Broadcast Notice to Mariners (BNTM) to inform other vessels of the incident.
- ☐ Make an assessment of nearby vessels and docks to determine if they might be impacted by notified parties.
- ☐ Be prepared to establish a safety zone around the incident.
- ☐ Be prepared to issue COTP orders to direct the movement or deny entry of vessels.

2. Incident Command Post (ICP):

- ☐ The ICP will be established by the IC.

☐ The USCG Marine Fire Fighting Team Coordinator is stationed at the ICP and maintains communications with involved USCG resources, fire departments, vessel master, facility operators, owner's representatives, salvage or cleanup companies, port officials, and other key personnel on-scene.

☐ An ICP should be established outside of a hazard or decontamination zone. Considerations in choosing an ICP site:

- ☐ Command post location not endangered
- ☐ Proximity to fire
- ☐ Accessibility

8270 Incident Commander Role

The IC will direct the firefighting operations of all responding agencies. Safety of responding emergency personnel shall take priority. The operational response will be based on the following tactical priorities.

Rescue: The saving of lives and removal of victims to a safe area is paramount and supersedes any and all other consideration.
Exposure: The protection from exposure is necessary to prevent damage to nearby structures, equipment, and materials and to prevent the spread of fire to uninvolved areas (including fuel loads) on or off the vessel. Exposures may be shipboard, shore side, or on a nearby vessel.
Containment: Contain the fire to the compartment or area of origin.
Stability: Ensure firefighting efforts do not negatively affect the stability of the vessel.
Extinguishment: Includes those operations required to ensure no live fires, embers, or hot-spots remain after a fire and to place the compartment and ship in a safe condition.
Overhaul: Includes those operations required to complete the extinguishment of remaining fire, prevent re-flash, and to place the compartment and ship in a safe condition.
Salvage: Includes those operations required to protect compartments and contents from preventable damage due to water, smoke, heat, or other elements.
Ventilation: Includes those operations required to displace a heated and contaminated atmosphere within an involved compartment with normal air from the outside atmosphere.

8280 Responsible Party Role

The responsible party (RP), or ship's master or designee, will maintain control over the vessel, crew, and passengers. The RP will assign a representative to the ICP. His/her designee should be thoroughly familiar with the ship's firefighting systems and should understand the ICS.

☐ The ICP will be established upon arrival of the local fire department with command and control for all firefighting functions falling within its guidelines. The ship's firefighting crews will provide strategic assistance to the command post through the RP's representative.

☐ The RP's fire responsibility will be the evacuation of all nonessential personnel and to ensure accountability is taken of the passengers and crew.

☐ The ship's firefighting crew will make every effort to contain and extinguish the fire. Before the situation has progressed beyond their capabilities, every effort will then

be made to contain the fire and await assistance from the fire department having jurisdiction.

☐ The RP shall deliver the vessel's Fire Control Plan and manifest to the first arriving firefighting units.

8290 Vessel Master Role

The master of the vessel will:

☐ Implement the initial response based on the vessel's fire control plan.

☐ Ensure proper communications, both internal and external and that proper notifications are made to the appropriate fire department and the USCG. In addition, notify the facility to which the vessel is docked, the port authority, and any nearby vessels.

☐ Control the operation and use of all shipboard firefighting systems.

☐ Coordinate the efforts of shipboard fire teams in responding to the fire. ☐

Conduct a muster of the crew and provide a report to the IC/UC.

☐ Utilize his/her resources to control the fire until such time as he/she is relieved of firefighting activities by the designated IC or until fire is determined to be out of control.

☐ Decide if it is necessary to abandon ship. If the crew is ordered to abandon ship, the master will ensure that the proper procedures are carried out.

☐ Provide the vessel fire control plan and international shore connection to IC/UC.

☐ Provide a list of crew members, the condition of the vessel including status of the fuel and ballast tanks and any other flooding and stability issues, the type and condition of cargoes on board and load plan, and identification of any special equipment hazards, explosions, or damage.

☐ Depending on the circumstances, communicate with vessel owner, operator, lawyer, and/or P&I Club to ensure cargo owner has assumed financial responsibility.

8300 Operations

8310 Vessel Specific Response Operations

Initial response operations will be the responsibility of the operator of the vessel or facility. Operators of vessels must use their own fire control plans to respond to shipboard fires and take any additional steps necessary to limit the spread of fire from the vessel.

Local firefighting organizations (municipal, industrial, and contractor) must be prepared to respond within the limits of their training and capabilities. If firefighting resources are not trained or capable of handling a shipboard fire, they should take appropriate measures to prevent the fire from spreading.

In addition to the local firefighting resources, the Refinery Terminal Fire Company (RTFC) is contracted by member companies in the Corpus Christi port area to combat fires at facilities.

The USCG will provide assistance as appropriate. This may include establishing safety zones, rerouting or restricting vessel traffic, assistance with search and rescue or medical evacuation, deployment of the marine firefighting coordination team, or pollution response operations.

Based on experience, vessel masters will almost never refuse firefighting assistance. In the event that a vessel master refuses assistance in fighting a fire, the responding firefighting organization shall call the Coast Guard Sector Corpus Christi Command Center at (361)939-6393 or (361)939-6349.Other affected organizations, particularly pollution response or salvage organizations, will respond as directed by the IC under a UC system.

8320 Priorities

1. Force (responder) Protection
2. Protection of health and human safety
3. Protection of the environment
4. Protection of property
5. Restoration of business continuity

8330 Firefighting Response Considerations

1. Establishment of a UC system
2. A complete scene size-up to determine what is burning (class of fire and materials involved).
3. A review of the vessel's fire control plan with the chief mate, chief engineering, or crew representative.
4. Determining whether the vessel firefighting systems are operational and locating the international shore connection.
5. Establishment of appropriate staging areas for arriving equipment.
6. A language barrier may exist. The vessel's agent, a vessel's officer, or other interpreter may be required. If first responders are unable to effectively communicate with the vessel's crew, 911 can direct first responders to a phone translating service.
7. The stability of the vessel may be affected by the additional equipment and the use of water or foam in combating the fire.
8. Determine the need and capacity for dewatering after the fire has been extinguished and overhauled.

8330.1 Notification Procedures

Prompt notification of the cognizant fire department is the first and most important step in mobilizing the necessary response from all quarters. The present network of 911 emergency dialing offers the most likely and rapid means of notification. It is important to note that the 911 system may lock up if it receives a large volume of calls. The other major avenue available to the marine community for reporting of emergencies is the channel 16 VHF-FM (15808 MHz). This frequency is guarded continuously by the Coast Guard Communications Center located at Sector Corpus Christi Command Center located on Naval Air Station, Corpus Christi, Texas.

If the initial call is received by the fire department, they shall notify the Coast Guard Command Center. A 24-hour telephone number (361-939-6349) is maintained at this location for around the clock notification. The COTP will mobilize the necessary Coast Guard response, at a

minimum, a representative will be dispatched to the scene. Additionally, the fire department will consider the notification of police and emergency preparedness personnel to staff a command post.

Initial calls received by the Coast Guard will be relayed to the Fire Department charged with the AOR the fire or disaster is occurring.

8330.2 Initial Information Required

Once the notification has been initiated, it is urgent that the receiving station, whether it is the Fire Department, Coast Guard or whoever, ascertains the necessary facts to correctly respond to the incident. The following initial information should be determined:

- ☐ Name and telephone number of person reporting
- ☐ Nature of emergency (i.e. fire, explosion, collision, etc.)
- ☐ Location of the incident, specific as possible (i.e. name of vessel, anchorage, warehouse or berth at facility, etc.)
- ☐ Exact location of the fire, by compartment and deck (i.e. number 3 hold, starboard side of the tween deck), or tank number of location if on a facility
- ☐ Whether or not there is anyone trapped or injured
- ☐ Details as best as possible as to class of fire (i.e. what is burning, type of fuel, cargo, etc.)
- ☐ Is there any hazardous cargo in or near the fire?
- ☐ What, if any firefighting efforts are in progress
- ☐ If the report concerns a vessel, additional information should be obtained as follows:
    - ☐ What is the vessel's capability to maneuver?
    - ☐ Does the master desire to moor or anchor the vessel? (Assume vessel underway or at anchor. Easiest way to fight fire is alongside a pier.)

8330.3 Levels of Response

Not all marine disasters require the full response set forth within this Annex. Lesser emergencies obviously will not require a full organizational effort. The following guide can be used by responding fire departments.

Level I - A marine disaster on a small vessel (65 feet or less) or a facility that does not pose a major threat to the harbor. This level of disaster can usually be handled by one fire department with minimal waterside support. The Coast Guard shall be notified and will send a representative to the scene.

Level II - A marine disaster on a vessel or facility that has the potential to be a significant risk to the harbor. This level of disaster may involve two or more fire departments, waterside support, and result in the establishment of a UC. The Coast Guard shall be notified as in section 8330.2.

Level III - A marine disaster of major significance that poses a high risk to the harbor. The full scope of this Annex shall be executed, including emergency services support. This level of disaster will involve two or more fire departments. Calls will be made to each participating fire department.

8330.4 Vessel Response Plan

The U.S. Coast Guard mandates that every vessel's Vessel Response Plan (VRP) include the name of a fire and salvage company. This is used as a tool in cases where a vessel moors in a remote port where firefighting response capabilities are limited or nonexistent. In the event that a vessel is on fire and a capable marine firefighting response is readily available and can mitigate the damage to the vessel and surrounding area before the vessel's listed fire and Salvage Company can arrive on-scene, the available firefighting response supersedes that of the vessel's listed company.

8340 Deployment

The designated IC (normally the senior fire official on-scene) will direct employment of responding resources. Firefighting resources will be employed based on:

- ☐ Location and extent of fire,
- ☐ Class and extent of cargo involved,
- ☐ Possibility of explosion
- ☐ Possibility of sinking or capsizing
- ☐ Hazard to crew or other resources present at location,
- ☐ Weather forecast,
- ☐ Maneuverability of vessel,
- ☐ Effects on bridges which must be transited, and
- ☐ Alternatives if the vessel is not allowed entry or movement

8350 Vessel Entry or Movement

The authority to deny vessel entry or movement rests solely with the COTP. The guiding policy for the decision is: the port should not be jeopardized to save a single vessel if the risk is too great. Risk evaluation, and cost-benefit analyses where applicable, should be employed during the planning process.

Considerations for denying entry or movement:

- ☐ Issuing a BNTM.
- ☐ Ordering the movement of other vessels or cargo stored in the area to preclude their involvement.
- ☐ Positioning the vessel to facilitate firefighting.
- ☐ The need for USCG escort of vessel.
- ☐ Tug assistance as required.

8350.1 Mooring, Anchoring, and Grounding

The COTP should coordinate with fire departments, pilots, port officials, and involved agencies to pre-select a mooring, anchoring, or grounding site for fighting the fire. Considerations for these types of movements are:

- ☐ The flammability of wharf structures, contiguous facilities, other vessels, and public risk (to include proximity to populated areas downwind).
- ☐ Availability of adequate water supplies.

- ☐ Accessibility for response boats and vehicles.
- ☐ The possibility of the vessel sinking or becoming abandoned.
- ☐ Exposure of or damage to underwater pipelines and overhead utilities.
- ☐ The fire's effect on normal channel traffic.
- ☐ Potential marine environmental damage/ proximity to environmentally sensitive areas.
- ☐ Risks to vessel from incidental or deliberate grounding or sinking.
- ☐ A water depth that is shallow enough that the vessel will not sink below the main deck level, yet deep enough that the fire boats, salvage barges, and tugs can approach. Tides and other water level fluctuations must be considered.
- ☐ Impacts of winds and currents in both direction and intensity.

Upon consultation with the Aransas-Corpus Christi Pilots, several locations have been identified as possible mooring sites: Lydia Ann Channel, McDermott slip, Rockport Cut at GMF, the far West end of Reynolds Basin, North side of Avery basin, Northwest corner of Chemical, Northwest corner of Tule Lake, North side of Viola, or Vulcan/Aggregate dock. Cargo dock 8 could be considered since it is not an oil dock and there are no warehouses or structures on it. Intentional groundings could also be considered somewhere along Cut A or B for vessels that suffer a casualty in those reaches and cannot make it to any of the others listed above. Vessels could ground on the extreme leeward side of the channel, i.e. on the "red" side when southeasterly winds are prevailing or "green" side when northerly winds are prevailing.

8350.2 Vessel Fire at Pier

- ☐ A UC will be established with the fire department having jurisdiction as the lead agency.
- ☐ The fire department is responsible for fighting the fire; the USCG is responsible for port and waterway safety.
- ☐ Initially, the USCG should set safety zones to ensure public safety. The USCG may assist in requesting resources such as foam, SUPSALV, communications, and scientific support.
- ☐ The fire department IC may request mutual aid assistance locally through the respective local mutual aid association depending on where the incident occurs. Federal assistance should be requested through the USCG.
- ☐ The USCG will provide technical assistance and waterside safety.

USCG actions:

- ☐ Assign a marine firefighting coordinator or Marine Fire Fighting Coordination Team as noted in the appropriate Geographic Response Plan (GRP).
- ☐ Assign a Marine Fire Fighting Coordinator or Marine Inspector as a fire department liaison that will also act as a COTP/Officer-In-Charge, Marine Inspection (OCMI) assistant.
- ☐ Provide USCG and other federal response forces as directed by the COTP. ☐

Coordinate a small boat patrol of safety zone as directed by the COTP.

8350.3 Vessel Fire Underway or at Anchor

In the event of a fire on a vessel that is underway within the COTP zone or en-route to a port area within the COTP zone, efforts may be made to moor the vessel to facilitate firefighting efforts. If, after consultation between the USCG, the fire department and port officials, it is decided that mooring the vessel is not feasible, then the vessel will be directed to a suitable anchorage or grounding site as far as practicable not to foul or block the shipping channel.

If the vessel is unable to enter port or is denied entry, efforts will be made to obtain firefighting technical support and operational assistance from the local fire departments and companies with marine firefighting capabilities. The next consideration would be to consult with the RP to determine the need for contracting a commercial firefighting company.

Subsequent to successful search and rescue operations, the primary concern with offshore vessel fires is prevention of pollution of United States waters, disruption of port functions, and destruction of property.

USCG Actions:

- ☐ Conduct firefighting with USCG personnel only to the extent required to conduct Search and Rescue (SAR) in a safe manner.
- ☐ Consult the Area Contingency Plan (ACP) for more details on oil spill and hazardous material release response operations.

8350.4 Vessel Stability Considerations

The large volumes of water often used combating fires can have a negative impact on vessel stability, jeopardizing the safety of the vessel and personnel onboard. The most important consideration regarding vessel stability is the control of a vessel's list.

Factors affecting stability:

- ☐ The free surface of all liquids on board,
- ☐ The integrity of the hull,
- ☐ Whether the double bottoms are empty or full,
- ☐ Integrity of watertight boundaries during flooding, and
- ☐ Flatness of the hull bottom if the vessel is in contact with the bottom.

Vessel owners and operators of oil tankers and offshore oil barges are required to prearrange prompt access to computerized, shore-based damage stability and residual strength calculation program, available 24 hours a day, as required by 33 CFR 155. Similarly, owners and operators of inland oil barges are required to have vessel plans necessary to perform salvage, stability, and residual hull strength assessments at a shore based location, available 24 hours a day.

The USCG Marine Safety Center can assist the IC/UC with stability concerns and is available 24 hours a day. Their phone number is: (202) 475-3400.

8350.5 Fire on a Military Vessel (not including commercial vessels leased by the military)

Response to a fire onboard a military vessel, whether U.S. or foreign, is handled in a different manner than a fire onboard a large tanker or small passenger vessel. Military vessel crews continually train on shipboard firefighting procedures. The commanding officer on a military vessel has ultimate authority on whether or not to allow outside firefighting organizations onboard to augment firefighting efforts. However, the following actions should be taken by firefighting responders upon notification of a fire onboard a military vessel:

☐The Fire department will respond with a full assignment.

☐The first arriving officer will establish Incident Command utilizing the ICS shore side. As additional units arrive on-scene, Incident Command may be transferred to a higher ranking fire officer.

☐The IC will assign the Officer of the first arriving Engine to report to the ship's quarterdeck to engage with the ship's Command Duty Officer (CDO) to determine if they require the Fire Department's assistance. All other units will stage as determined by Incident Command.

☐If no firefighting assistance is required then the Incident Commander may assign one engine company to remain on-scene for standby purposes. They will remain on-scene as long as needed. If the CDO requires no standby all companies may clear.

☐If firefighting assistance is required there will be an operations officer assigned to the ship's quarterdeck. At this time all information regarding the fire will be relayed to the fire department along with communication procedures between the ship's crew and the fire department. The operations officer will be responsible for resources, personnel and staging of equipment onboard the ship.

☐All of this information will be relayed to the IC and he/she will determine the necessary resources to effectively mitigate the situation. IC will remain in full authority of all fire department personnel and at no time relinquish command to anyone outside the fire department.

☐Fire Department personnel who engage in firefighting operations will do so in cooperation with the ship's crews. If possible, Fire Department personnel will team up with the ship's crew. This will assist in faster and more effective turnaround time for firefighting forces and allow ship's crew familiar with the environment to escort firefighting personnel around the ship. It will also enhance the communication capability by having two radio systems in place.

☐When Fire Department personnel are deployed for firefighting duties they will do so with no less than 4 members. This can be a combination of both Fire Department personnel and the ship's crew. Also each team deployed shall have an Officer-in-charge.

☐IC will be responsible for the personal safety of all Fire Department personnel operating at the fire scene. All decisions made will adhere to all safety practices and policies and be deployed in a safe and effective manner. IC will assign a Safety Officer to carry out this plan. IC will also utilize the accountability system and designate a rapid intervention team to deploy if needed.

☐IC can request additional resources in accordance with signed mutual aid agreements.

☐When IC deems the incident under control and units are no longer needed, he/she will utilize a systematic process to place units back in service. All personnel must be accounted for and all safety issues will be documented before the incident is terminated.

8360 Fire at a Facility

Initial Response operations will be the responsibility of the facility personnel. Owner/operators of a facility should develop their own contingency plans to respond to a fire or explosion at their facility.

The response to a facility fire is essentially the same as a vessel fire. The organization and responsibilities are listed in the vessel section. Amplifying information can be found in the Facility Response Plan (FRP).

8370 Fire on a Rig

Offshore supply vessels (OSVs) provide oil rigs with supplies, and have some capability to augment firefighting efforts on oil rigs. They are the first response to a fire on an oil rig.

In the event of a fire on a rig offshore, and the U.S. Coast Guard Sector Corpus Christi is the closest responding unit, the U.S. Coast Guard will set up an ICS structure, and assign an expert, such as a fire marshal, to lead the efforts to extinguish the blaze, and coordinate efforts to ensure all arriving assets effectively control the incident.

Coast Guard personnel are not to actively engage in firefighting except in support of a regular firefighting agency under the supervision of a qualified fire officer. Responsibility for fighting a fire aboard an offshore rig lies with its owner and operator, due to the limited capabilities of the U.S. Coast Guard and firefighting organizations in the South Texas Coastal Bend area.

8380 Fire at a Marina

A fire on a marina facility can easily spread to the vessels moored nearby. Therefore, every marina shall be equipped with basic firefighting equipment, and contact the nearest fire department for assistance. In the event the fire spreads to moored vessels, firefighting responders shall contact the COTP and the Port Authority (if applicable) to request additional response assistance.

8390 Emergencies during Fire Fighting Operations

This section addresses emergencies that develop during marine firefighting operations; e.g. secondary explosions, injuries, trapped personnel, loss of water supply, vessel drifting or sinking, etc.

No one can predict what is going to happen next during any emergency response operation. IC/UC can greatly reduce the risk to personnel and property by employing sound IC/UC practices to the operations and control of the incident.

Personnel appointed to the IC/UC system must have intimate knowledge and experience in the area of their assignment. Detailed attention to the areas of personnel safety, accountability, medical monitoring, logistics, and staging, may identify unforeseen hazards and/or allow IC/UC to deal with unpredictable events in a safe and timely manner. The IC/UC should be educated in NFPA 1500: Standard on Fire Department Occupational Safety and Health Program, and 29 CFR 1910: Occupational Safety and Health Standards.

8390.1 Special Considerations for Specific Areas

This section highlights location-specific details which aid Incident Commanders in responding to vessel or facility fires.

8390.11 Port of Brownsville

Fighting a Facility Fire at the Port of Brownsville (POB):

☐Unless otherwise directed, the Brownsville Fire Department will have lead, working with facility's operations manager to determine type of fire/potential concerns.

☐MSD & Harbormaster's office will work on channel closure, vessel traffic & potential safety zone.

☐The MSD will assist until the fire is extinguished (i.e. evacuating the P.O.B., communications, setting up ICS).

☐The USCG and RP will conduct any pollution response. NOTE - pollution response, i.e. protective booming, etc., may take the place before the fire is extinguished.

Fighting a vessel fire on a vessel moored at the POB:

☐The vessel will stay at current dock.

☐Unless otherwise directed, the Brownsville Fire Department will have lead, working with master of the vessel to determine type of fire/potential concerns.

☐MSD & Harbormaster's office will work on channel closure, vessel traffic & potential safety zone.

☐Assist tugs will be called, placed on standby. If COTP determines vessel needs to be moved, assist tugs may held shift vessel.

☐The MSD will assist until the fire is extinguished (i.e. evacuating the P.O.B., communications, setting up ICS).

☐The USCG and RP will conduct any pollution response. NOTE - pollution response, i.e. protective booming, etc., may take the place before the fire is extinguished.

Fighting a vessel fire on an inbound/outbound vessel, north of the Shrimp Basin:

☐The vessel's crew is to fight the fire onboard.

☐The vessel is to use assist tugs to transit to dock of the Harbormaster's choosing (assists tugs will be called by the Harbormaster).

☐MSD & Harbormaster's office will work on channel closure, vessel traffic & potential safety zone.

☐Once the vessel is moored, Brownsville Fire Department will have lead, working with Master of the vessel to determine type of fire/potential concerns.

☐ The MSD will assist until the fire is extinguished (i.e. evacuating the P.O.B., communications, setting up ICS)

☐The USCG and RP will conduct any pollution response. NOTE - pollution response, i.e. protective booming, etc., may take the place before the fire is extinguished.

Fighting a vessel fire on an inbound/outbound vessel south of the Shrimp Basin:

☐The vessel's crew is to fight the fire onboard.

☐If vessel can navigate, the vessel is to continue North Bound until the vessel meets assist tugs (assists tugs will be called by the Harbormaster).

☐If vessel loses propulsion, the vessel is to drop anchor in the channel and wait until assist tugs arrive.

☐The vessel is to us assist tugs to transit to dock of the Harbormaster's choosing.

☐The Brownsville Fire Department will have lead, working with master of the vessel to determine type of fire/potential concerns.

☐MSD & Harbormaster's office will work on channel closure, vessel traffic & potential safety zone.

☐The MSD will assist until the fire is extinguished (i.e. evacuating the P.O.B., communications, setting up ICS)

☐The USCG and RP will conduct any pollution response. NOTE - pollution response, i.e. protective booming, etc., may take the place before the fire is extinguished.

Fighting a vessel fire on a vessel moored at South Padre Island (SPI)/Port Isabel:

- ☐ The vessel will stay at current dock
- ☐ The SPI/Port Isabel Fire Department will have lead, working with Master of the vessel to determine type of fire/potential concerns.
- ☐ MSD & Harbor Master's office will work on channel closure, vessel traffic & potential safety zone.
- ☐ The MSD will assist until the fire is extinguished (i.e. evacuating the area, communications, setting up ICS).
- ☐ The USCG and RP will conduct any pollution response. NOTE - pollution response, i.e. protective booming, etc., may take the place before the fire is extinguished.

Fighting a vessel fire on a vessel underway at South Padre Island (SPI):

- ☐ The vessel will go to a dock directed by SPI Fire Department (If COTP authority is needed SPI Fire Department will contact USCG MSD).
- ☐ The SPI Fire Department will have lead, working with Master of the vessel to determine type of fire/potential concerns.
- ☐ The MSD will assist until the fire is extinguished (i.e. evacuating the area, communications, setting up ICS)
- ☐ The USCG and RP will conduct any pollution response. NOTE - pollution response, i.e. protective booming, etc., may take the place before the fire is extinguished.

8390.12 Victoria Barge Canal

Vessels transiting the Victoria Barge Canal have severely restricted maneuverability, as the canal is very narrow and presents almost no safe areas from which to easily address an onboard fire. Responding parties will utilize applicable parts of this annex, their intimate knowledge of the surrounding area, and prior training to decide how best to handle casualties on a case-by-case basis.

8400 Planning

8410 Local

Local fire departments and industry may be participants in mutual aid association. These associations are intended to provide for the systematic mobilization, organization, and operation of fire-rescue resources from throughout the region in mitigating the effects of a disaster. Shipboard fires outside the local fire department's area of responsibility will fall under the responsibility of the USCG.

8420 Training

Coordinated interagency training exercises should be carried out annually to ensure proper response to firefighting emergencies. Scenarios should be developed so that a maximum number of resources are exercised. Exercise locations should also be changed from time to time for the same reason.

Good training references include: NFPA 1405: Land-Based Firefighters Who Respond to Marine Fires, and NFPA 1005: Standard for Professional Qualifications for Marine Fire Fighting for Land-Based Fire Fighters.

8500 Logistics

8510 Radio Communications

The FCC has designated three VHF-High frequencies, 154.126, 154.260, and 154.290 MHz, as the Fire Mutual Aid Radio Systems to provide common communications between firefighting units from different agencies operating at a common incident. Terminology used during a fire incident should be in common everyday language.

The following is a list of other useful radio frequencies that may be utilized during a fire response operation:

- ☐ VHF-Channel 81A
- ☐ VHF-Channel 21
- ☐ VHF-Channel 22
- ☐ VHF-Channel 06
- ☐ 800 Megahertz
- ☐ VHF Fire Mutual AidTexas Fire 1 154.2800
- ☐ Texas Fire 2 154.2650
- ☐ Texas Fire 3 154.2950
- ☐ UHF Navy (ELMR)

Public Safety Dispatch:

FIRE DEPARTMENT	PUBLIC SAFETY DISPATCH	PHONE NUMBER
Aransas Pass	Aransas Pass PSAP	361-758-1120
Brownsville		956-548-7000
Corpus Christi	METRO COM	361-886-2600
Fulton	Aransas County PSAP	361-729-2222
Harlingen		
Ingleside	Ingleside PSAP	361-776-2531
Kleberg County	Kleberg County SO	361-595-8500
Naval Air Station FES		361-961-3492
Nueces County ESD 1 (Annaville)	METRO COM	361-886-2600
Nueces County ESD 2 (Flour Bluff)	METRO COM	361-886-2600
Point Comfort		
Port Aransas	Port Aransas PSAP	361-749-6241
Port Isabel		
Port Lavaca		
Port O'Connor		
Portland	Portland PSAP	361-643-7711

Refinery Terminal Fire Company	METRO COM	361-886-2600
Rockport	Aransas County PSAP	361-729-2222
Robstown	Robstown PSAP	361-387-3531
Seadrift		
Victoria		361-573-3221/ 361-485-3457

Non-Federal UHF National Interoperability Repeater Channels:

Description	NPSTC ID	Mobile TX (MHz)	Mobile RX (MHz)
Calling	UCALL40	458.2125	453.2125
Calling	UCALL40D	453.2125	453.2125
Tactical	UTAC41	458.4625	453.4625
Tactical	UTAC41D	453.4625	453.4625
Tactical	UTAC42	458.7125	453.7125
Tactical	UTAC42D	453.7125	453.7125
Tactical	UTAC43	458.8625	453.8625
Tactical	UTAC43D	453.8625	453.8625

Note: Default operation should be carrier squelch receive, CTCSS 156.7(5A) transmit. If the user can enable/disable CTCSS without reprogramming the radio, the indicated CTCSS tone should also be programmed for receive, and the user instructed how and when to enable/disable.

FCC Provided Mutual Aid:

	CHANNEL	USAGE	ID
Federal	154.2650 mobile	Fire Mutual Aid	VFIRE22
Federal	154.2725	Fire Mutual Aid	VFIRE24
Federal	154.2800 base/mobile	Fire Mutual Aid	VFIRE21
Federal	154.2875	Fire Mutual Aid	VFIRE25
Federal	154.2950 mobile	Fire Mutual Aid	VFIRE23
Federal	154.3025	Fire Mutual Aid	VFIRE26
Non-Federal	155.7525 base/mobile	Calling	VCALL10
Non-Federal	151.1375	Tactical	VTAC11
Non-Federal	154.4525	Tactical	VTAC12
Non-Federal	158.7375	Tactical	VTAC13
Non-Federal	159.4725	Tactical	VTAC14

Additional sources of communications equipment:

☐ Requesting the use of communication vans/command posts is recommended for all marine response incidents.

☐A wide range of deployable communication equipment is available from USCG Atlantic Area/Maritime Defense Zone Atlantic. To activate this resources call (757)398-6499 during daytime hours or the USCG Atlantic Area Command Center (757)398-6231 after hours.

8600 Finance/Admin

In general, funding for USCG firefighting activities must come from USCG Operating Expenses funds. Under some limited circumstances, the Oil Spill Liability Trust Fund (OSLTF) or Comprehensive Environmental Response, Compensation, and Liability (CERCLA) Trust Fund of 1980 and OPA '90, P.L. 101-380, may be available to reimburse firefighting expenses. This is limited only to those situations where the fire is fought specifically to abate the potential for a pollution incident. Firefighting activities related to the safety of life or property are generally not contracts for responding to discharges that pose substantial threat to public health or welfare.

8610 Financial Responsibility

If there is not a Responsible Party (RP), the USCG can open the OSLTF/CERCLA if there is an oil or hazardous chemical spill or threat of one. If there is a RP and the Federal funds are used for response efforts, those expenditures WILL be recovered from the RP. The COTP shall generate a Pollution Removal Funding Authorization (PRFA) for other emergency response organizations that have been requested and utilized.

8610.1 Government Liability

An owner/master, charter, or agent who wishes to enter or move within the port to save a vessel or cargo must indemnify (hold harmless) the port, its board, or federal and local governments for damage or injury suffered as a result of fire or vessel movement during a casualty.

8610.2 Response Cost Considerations

Response funding is available through the OSLTF or CERCLA when a substantial threat of pollution or HAZMAT release to the marine environment exists, in which case commercial resources can be contracted for mitigation.

8700 Inventory of Capabilities and Assets Specific to Marine Firefighting

See Enclosure (1) for a list of capabilities and assets specific to Marine Firefighting. NOTE: This list is not all-encompassing, as inventories of fire departments may vary yearly, and not all fire departments have assets useful in a marine or facility fire.

Also reference the Texas Regional Response Network (TRRN). The purpose of the TRRN is to aid in response and planning efforts by allowing system users to access resource information as it basically serves as an electronic inventory system for available resources and equipment. Link:

https://www.trrn.state.tx.us/trrn/Tier01/Security/SignIn.aspx

Resource Item	Provider	Description	Total	Contact	Phone Number
Engine, Fire - Type VI	Rockport VFD	Brush 1 (FOAM)	1	Vicky Martin	(361) 463-8597
Engine, Fire - Type V	Rockport VFD	Brush 103 High Profile	1	Vicky Martin	
Engine, Fire - Type V	Rockport VFD	Brush112- high profile	1	Vicky Martin	
Engine, Fire - Type III	Rockport VFD	Brush104-high profile	1	Vicky Martin	
Water Tender, Firefighting (Tanker) - Type II	Rockport VFD	Tanker brush truck 129-high profile	1	Vicky Martin	
Engine, Fire - Type I	Lamar VFD	1250 Gal Pumper	1	Carl Stubbs	(361) 877-7191
Water Tender, Firefighting (Tanker) - Type I	Lamar VFD	2100 Gal tanker	1	Carl Stubbs	
SCBA Fill System, Stationary - Other	Lamar VFD	2216 Filling station with compressor	1	Carl Stubbs	
Portable Pump - Type II	Lamar VFD	Floating Pump	1	Carl Stubbs	
Portable Pump - Type III	Lamar VFD	200 GPM Potable pump	1	Carl Stubbs	
Engine, Fire - Type I	Harlingen FD	Engine #6	1	Michael J. Rinaldi	(956) 873-2402
Engine, Fire - Type I	Harlingen FD	Engine #7	1	Michael J. Rinaldi	
Engine, Fire - Type I	Harlingen FD	Engine #8	1	Michael J. Rinaldi	
Water Tender, Firefighting (Tanker) - Type II	Harlingen FD	Tanker #8	1	Michael J. Rinaldi	
Engine, Fire - Type I	Harlingen FD	Reserve Engine #4	1	Michael J. Rinaldi	
Engine, Fire - Type I	Harlingen FD	Reserve Engine #6	1	Michael J. Rinaldi	
SCBA - Other	Harlingen FD	SCBA / 55 are CBRN	84	Michael J. Rinaldi	
SCBA Fill System, Stationary - Other	Harlingen FD	Cascade Non-mobile	23	Michael J. Rinaldi	
Portable Pump - Type II	Harlingen FD	Portable Floating Pump	1	Michael J. Rinaldi	
Boat, outboard with trailer - Other	Harlingen FD	Boat, outboard with trailer	1	Michael J. Rinaldi	
Water Truck - Type IV	Harlingen FD	Water Truck	0	Michael J. Rinaldi	
Air/Liquid Sampler - Other	Harlingen FD	smith detection Haz-mat I.D. System with Library	1	Michael J. Rinaldi	
Air/Liquid Sampler - Other	Brownsville - OEM	MSA Pulsar 2D - Detector	12	Jeff Johnston	956-459-1987
Air/Liquid Sampler - Other	Brownsville - OEM	MSA Pulsar Gas Monitor	1	Jeff Johnston	
Air/Liquid Sampler - Other	Brownsville - OEM	MSA Pulsar Single-Gas Detector	12	Jeff Johnston	
Air/Liquid Sampler - Other	Brownsville - OEM	MSA SafeSite - 2-mile Standoff Detector System	1	Jeff Johnston	
Engine, Fire - Type I	Brownsville FD	Engine Companies (up to 2 available for response)	2	Leoanrdo L. Perez	(956) 459-1290
Aerial ladder truck - Type I	Brownsville FD	Pierce Platform	1	Leoanrdo L. Perez	
Boat, outboard with trailer - Other	Brownsville FD	Flat bottom 25 hp engines	1	Leoanrdo L. Perez	
Engine, Fire - Type I	Laguna Vista VFD	1250 gpm pump, 1000 gallon tank, dump valve	1	Neil Waters	(956) 433-6764
Water Tender, Firefighting (Tanker) - Type II	Laguna Vista VFD	1100 gallons, 250 gpm, all wheel drive,pump & roll	1	Neil Waters	
Engine, Fire - Type I	Town of South Padre Island	Pierce Engine	1	Burney Baskett	(956) 433-9537
Engine, Fire - Type I	Nueces County ESD 2	Engine, 1000 gal. tank, 1000 gal GPM pump	2	Chief Dale Scott	(361) 438-5159
Engine, Fire - Type II	Nueces County ESD 2	Engine, 4 wheel drive, wildland unit,500 gal. tank	1	Chief Dale Scott	
Brush Patrol, Firefighting - Other	Nueces County ESD 2	Pickup 4x4 250 GPM pump, 250 gl water 10gl foam	2	Chief Dale Scott	
Brush Patrol, Firefighting - Other	Nueces County ESD 2	Brush truck 6x6, 1000 gal tank, 250 GPM pump	1	Chief Dale Scott	
Brush Patrol, Firefighting - Other	Nueces County ESD 2	Brush truck 6x6 1500 gal tank, 250 GPM pump	1	Chief Dale scott	
Boat, outboard with trailer - Other	Nueces County ESD 2	22' Boston Whaler, twin 120 H.P. motors	1	Chief Dale Scott	
Boat, outboard with trailer - Other	Nueces County ESD 2	14' Jon Boat alum. 30 H.P. motor	1	Chief Dale Scott	
Air/Liquid Sampler - Other	Nueces County ESD 2	Multi gas meter	1	Chief Dale Scott	
Engine, Fire - Type I	Annaville FD/Nueces County ESD #1	Engines 2500 gallon, 2250 gpm, CAFS w/40g class B	3	Michael Clack	361-726-9577
Water Tender, Firefighting (Tanker) - Type I	Annaville FD/Nueces County ESD #1	Tankers	3	Michael Clack	
Water Tender, Firefighting (Tanker) - Type II	Annaville FD/Nueces County ESD #1	Brush: 1400gal, 500gpm, 6X6 CAFS 40g class B foam	3	Michael Clack	
SCBA Fill System, Mobile - Other	Annaville FD/Nueces County ESD #1	Mobile Cascade	1	Michael Clack	
SCBA Fill System, Stationary - Other	Annaville FD/Nueces County ESD #1	Cascade 6000psi system	1	Michael Clack	
Rescue/Extrication Tools - Other	Annaville FD/Nueces County ESD #1	Rescue Tools TNT Hydraulic tools	3	Michael Clack	
Engine, Fire - Type VI	Annaville FD/Nueces County ESD #1	4x4 250 gallon tank 50 gpm pump	1	Michael Clack	
SCBA - Other	Corpus Christi - OEM	Scott 4.5 45 minute carbon cylinder -	20	Lucia R. Rodriguez	(361) 537-3240
Boat, outboard with trailer - Other	Corpus Christi - OEM	Twin Vee 29? Twin Vee Catamaran with twin 200 HP S	15	Lucia R. Rodriguez	
Boat, outboard with trailer - Other	Corpus Christi - OEM	RIBCRAFT 2008 RIBCRAFT 6.5 PROFESSIONAL - Outboard	2	Lucia R. Rodriguez	
Evacuation Coordination Team - Other	Corpus Christi - OEM	Radiant RFID Evacuee Tracking	1	Randy Sijansky	(361)537-3240
SCBA Fill System, Mobile - Other	Corpus Christi - OEM	SCBA 45 min Cylinders	35	Randy Sijansky	

Engine, Fire - Type I	Ingleside VFD	Engine 110	1	R. J. Thomas	(361) 523-9447
Aerial ladder truck - Other	Ingleside VFD	Quint 130 75' Platform	1	R. J. Thomas	
Engine, Fire - Type IV	Ingleside VFD	Brush 160 High Profile	1	R. J. Thomas	
Engine, Fire - Type IV	Ingleside VFD	Brush 162 High Profile	1	R. J. Thomas	
SCBA Fill System, Mobile - Other	Ingleside VFD	Utility 610 Four Bottle air cascade	1	R. J. Thomas	
Engine, Fire - Type I	Ingleside VFD	Engine / Tender 140, 2,500 gal quick dump	1	R. J. Thomas	
Engine, Fire - Type IV	Ingleside VFD	Brush 164 High Profile	1	R. J. Thomas	
SCBA Fill System, Mobile - Other	Portland FD	Portable Breathing Air Fill System	1	James Leahey, Chief	(361) 813-1102
Engine, Fire - Type I	Gregory VFD	Pumper, Class A	1	Mark A. Hallowell, Sr.	(361) 290-2161
Brush Patrol, Firefighting - Other	Gregory VFD	F 750 2007 Brush Truck	1	Mark A. Hallowell, Sr.	
Engine, Fire - Type I	Gregory VFD	Class A 2006, Duel Foam Pumper	1	Mark A. Hallowell, Sr.	
Boat, outboard with trailer - Other	San Patricio County	2005 Blue Wave 22 foot Bay Boat	1	William E. Zagorski	(361) 385-0591
Engine, Fire - Type III	Ingleside on the Bay VFD	1000 GPM/1200 gal tank mini pumper	1	Jo Ann Ehmann	(361) 790-3663
Brush Patrol, Firefighting - Other	Ingleside on the Bay VFD	4x4 pu with 300 gal tank and gas driven pump	1	Jo Ann Ehmann	
Aerial ladder truck - Type I	Victoria FD	105' Platform	1	Vance Riley	(361) 550-0940
Aerial ladder truck - Type I	Victoria FD	75' Aerial	1	Vance Riley	
SCBA Fill System, Mobile - Other	Victoria FD	Capacity: 1	1	Vance Riley	
Engine, Fire - Type II	Victoria FD	4 Fronline/ 2 Reserves	6	Vance Riley	
Water Tender, Firefighting (Tanker) - Type II	Victoria FD		1	Vance Riley	
Boat, swift water small draft - Other	Victoria FD	Inflatable	1	Vance Riley	
Boat, outboard with trailer - Other	Victoria FD		1	Vance Riley	
Foam Pump	RTFC	3,000-gal pump, 2,000-gal foam tank	3	J.D. Lowe	(361)438-3326
Foam Tower	RTFC	3,000-gal foam pump, 800-gal foam tank	2	J.D. Lowe	
Foam Tender 1	RTFC	350-gpm foam pump, 400-gal capacity foam	1	J.D. Lowe	
Foam Transport 1 & 2	RTFC	5,000-gal ATC/AFFF foam trailers	2	J.D. Lowe	
Alcoseal Trailer	RTFC	5,000-gal capacity	1	J.D. Lowe	
Pump 1 & 2	RTFC	3,000-gpm portable water pump trailers	2	J.D. Lowe	
Foam Pump 1	RTFC	trailer-mounted 3,500-gpm foam pump	1	J.D. Lowe	
Portable Foam Pumps 1 & 2	RTFC	60-gpm capacity	2	J.D. Lowe	
Hose Tender 1	RTFC	8,150-ft of 7 1/4" hoses	1	J.D. Lowe	
HAZMAT 1	RTFC	HAZMAT decontamination trailer	1	J.D. Lowe	
Dry Checmical Skid 1 & 2	RTFC	1,000-lb Purple K-W portable Hydro-Chem ext. unit	2	J.D. Lowe	
Fire Boat "Port of Corpus Christi"	RTFC	2 4,000-gpm water pumps, 85-ft boom, 4 2,000-gpm	1		
		monitors, 15,000-gal foam			

9000 Appendices

9100 Emergency Notification

A discharge of oil or release of hazardous material (HAZMAT) usually has a responsible party (RP) who is aware the discharge has occurred (Ex. vessel grounding or pipeline rupture). The responsible party for a discharge of oil or release of hazardous material exceeding the reportable quantity is required by federal law to immediately report the incident to the National Response Center. Texas state law also requires notification to the state environmental agencies following the discharge of oil or hazardous materials into the environment within the Texas jurisdictional boundaries.

REQUIRED NOTIFICATIONS

National Response Center (24hr): **1-800-424-8802**
(Notifies Federal & State Agencies - Ex. USCG/EPA)

CHEMTEL (24hr): **1-800-832-8224**
(Notifies TX State Agencies - TCEQ/TGLO/RRC)

STATE AGENCIES:	
DEPARTMENT OF PUBLIC SAFETY	(361) 698-5600
TEXAS GENERAL LAND OFFICE (TGLO)	(361) 825-3300 (M-F 0730-1730)
TGLO DUTY CELL	(361) 549-5310 (24hrs)
TEXAS COMMISSION ON ENVIRONMENTAL QUALITY (TCEQ)	(361) 825-3100 (M-F 0800-1700) 1-888-777-3186 (24hrs)
TCEQ DUTY CELL PHONE	(361) 537-7911 (After hours 1700-0800)
TEXAS RAILROAD COMMISSION	(361) 242-3113
TEXAS DEPARTMENT OF HEALTH	(361) 888-7837 (M-F 0800-1700)
TEXAS PARKS & WILDLIFE DEPT	(361) 825-3244/3246 (M-F 0800-1700) (361) 658-3181 (Duty Cell) (281) 842-8100 (24hrs)

FEDERAL AGENCIES:	
U.S. COAST GUARD (CORPUS CHRISTI)	(361) 939-6393 (24hrs)
BUREAU OF SAFETY AND ENVIRONMENTAL ENFORCEMENT (BSEE)	(504) 736-2529 (24hrs)
NATIONAL OCEANIC & ATMOSPHERIC ADMINISTRATION (NOAA)- HAZMAT & OIL SPILL	(206) 526-4911 (24hrs)
EPA REGION 6	(866) 372-7745 (24hrs)
U.S. FISH & WILDLIFE	(361) 533-6056 (361) 331-8547

9110 Notification Checklist

Date/Time of Notification _____

Reporters Name: _____ **Address:** _____

Phone No: _____ **City:** _____

Company: _____ **State:** _____ **Zip Code:** _____

Title: _____

Latitude: _____ **Longitude:** _____

(circle one) River / Beach Mile: _____

Incident Location:_____

Incident Description:
_____

_____

Source and/or Cause:
_____

_____

Vessel Name & Number: _____

Facility Name: _____

Date of Incident: _____ **Time of Incident:** _____

Material Discharged: _____ **Quantity:** _____

Is the material in the water? _____**(Y/N) Is the Source Secured:** _____**(Y/N)**

Incident Commander: _____

Where is Incident Command Post:
_____

Directions: _____

Actions taken to Correct, Control or Mitigate Incident:
_____

_____

Number of Injuries: _____ **Number of Fatalities:** _____

Were there evacuations?_____**(Y/N)** **Number of Evacuated:** _____

Areas Affected: _____

9200 Personnel and Services Directory

9210.1 Trustees for Natural Resources

U.S. Department of Commerce	
National Oceanic & Atmospheric Administration National Marine Fisheries Service POC: NOAA SCC	Work: (504) 589-4414 24 Hr: (206) 375-5697
U.S. Department of Interior	
U.S. Fish and Wildlife NRDAR Coordinator Corpus Christi Ecological Services Field Office C/O Texas A&M University at Corpus Christi 6300 Ocean Drive, Classroom West Corpus Christi, TX 78412-5837	Ph: (361) 994-9005 Fax (361) 994-8262
State of Texas	
Texas Commission on Environmental Quality (TCEQ) Building A Mailroom MC-133 12100 Park 35 Circle Austin, TX 78753	Ph:(512) 239-2523 Fax: (512) 239-4814
Texas Parks and Wildlife Department 4200 Smith School Road Austin, TX 78744	Ph:(512) 389-8754 Fax:(512) 389-8160
Texas General Land Office Stephen F. Austin Bldg. 1700 N. Congress Ave. Austin, TX 78701-1495	Ph: (512) 475-3401 Fax: (512) 475-0680
U.S. Department of Commerce	
National Oceanic & Atmospheric Administration National Marine Fisheries Service	
State of Texas	
Texas Commission on Environmental Quality (TCEQ) Building A Mailroom MC-133 12100 Park 35 Circle Austin, TX 78753	Ph:(512) 239-2523 Fax: (512) 239-4814
Texas Parks and Wildlife Department 4200 Smith School Road Austin, TX 78744	Ph:(512) 389-8754 Fax:(512) 389-8160

Texas General Land Office Stephen F. Austin Bldg. 1700 N. Congress Ave. Austin, TX 78701-1495	Ph: (512) 475-3401 Fax: (512) 475-0680

9210.2 Department of the Interior

U.S. Department of Interior	
Department of Interior Mr. Steve Spencer Office of Environmental Policy and Compliance 1001 Indian School Rd. NW, Ste 348 Albuquerque, NM 87104	Ph:(505) 563-3572 Fax:(505) 563-3066 24 Hr: (505) 249-2462
Padre Island National Seashore Jim Lindsey Chief of Resources National Park Service	Phone: (361) 949-8173 x223

9210.3 U. S. Coast Guard

U.S. Coast Guard Sector Corpus Christi Prevention Department 555 N. Carancahua, Suite 500 Corpus Christi, TX 78478 Response Direct Line	Ph: (361) 888-3162 Fax: (361) 888-3195 Ph: (361) 888-3178 or Ph: (361) 888-3162 x 400
Emergency or Reporting a spill: National Response Center	Ph: 1-800-424-8802
U.S. Coast Guard Sector Corpus Christi 8930 Ocean Drive Corpus Christi, Texas 78419	Ph: (361) 939-6393 Fax: (361) 939-6377
U.S. Coast Guard Harbor Facility Watch Stander 1201 Navigation Blvd. Corpus Christi, Texas 78407	Ph: (361) 844-6510
USCG Station Port Aransas 800 North Station Street Port Aransas, TX 78373	Ph: (361) 749-5217
MSD Brownsville 2993 N. Indiana Rd Suite C Brownsville, TX 78521	Office Ph: (956) 832-0517 Duty Ph : (956) 592-0544 Fax : (956) 832-0743
MSD Victoria 1936 FM 1432 Victoria, TX 77905	Ph: (361) 582-0362 Fax: (361) 582-0875

9210.4 USCG National Strike Force (NSF)

Atlantic Strike Team, Fort Dix, NJ	Ph: (609) 724-0008
Gulf Strike Team, Mobile, AL	Ph: (251) 441-6601
Pacific Strike Team, Novato, CA	Ph: (415) 883-3311
National Strike Force Coordination Center	Ph: (252) 331-6000

9210.5 USCG District Response Advisory Team (DRAT)

Commander (IMT) Eighth Coast Guard District Hale Boggs Federal Bldg. 500 Poydras St. New Orleans, LA 70130-3396	24HR: (504) 589-6225

9210.6 USCG Public Information Assist Team (PIAT)

Eighth District Public Affairs (PIAT) PAO USCG 8th District (dpa) 500 Poydras Street New Orleans, LA 70130	Ph: (504) 671-2019 Fax: (504) 671-2022 24HR: (618) 225-9008
Public Information Assist Team (PIAT) NSFCC - PIAT 1461 US Highway 17 North Elizabeth City, NC 27909	Ph: (252) 331-6000 x3025 Fax: (252) 331-6012
Coast Guard Atlantic Area Public Affairs USCG Atlantic Area PA 431 Crawford Street Portsmouth, VA 23704-5004	Ph: (757) 398-6272
Coast Guard Commandant's Media Relations Branch Media Relations Branch USCG Commandant (G-CP-2) 2100 Second Street SW Washington, DC 20593	Ph: (202) 372-4620 Fax: (202) 267-4307

9210.7 USCG Reserve

Unit reserve personnel may be a valuable resource that can be used to augment active duty forces during an event. Reservists could be called upon to assist either as on-scene response personnel or to back-fill positions at the unit, enabling active duty personnel to respond to the event. Unless an involuntary mobilization is ordered, similar to what has happened in the past for recovery efforts following natural disasters, reservists cannot be forced to activate for these events. However, voluntary mobilization of reservists and strategic use of regular IDT drills, ADT, or ADSW-AC to support these events may be an option. Reserve personnel with unique

skills such as boat crew, coxswain, and many of the marine safety field qualifications can be force-multipliers on scene.

Reservists that are qualified command duty officers, OODs, and with other support skills can augment at the unit or fill Incident Command System (ICS) positions. The unit maintains an updated roster of reserve personnel with contact information that can be used to notify reservists for rapid recall following an incident.

Corpus Christi Senior Reserve Officer: CDR Jill Lumpkin	(361) 939-6200

9210.8 USCG Auxiliary

Auxiliary Sector Coordinator (Liaison) Monica Walker 4795 Homestead LN Robstown, TX 78380	Ph: (361) 658-1394

9210.9 National Oceanic and Atmospheric Administration (NOAA)

9210.10 NOAA Scientific Support Coordinator (SSC)

NOAA Scientific Support Coordinator Charlie Henry, NOAA SSC Hale Boggs Federal Building, Suite 1341 500 Pydras St. New Orleans, LA 70130	o: (251) 544-5008 or 5006 c: (206) 849-9928 charlie.henry@noaa.gov **If no answer in 30min, call** **(206) 526-4911** **(Hazmat 24hr phone in Seattle)**
Assistant District 8 SSC Kyle Jellison USCG District 8, NOAA SSC 500 Poydras St, Suite 1341 New Orleans, LA 70130	o: (504) 589-4414, c:(206) 375-5559 kyle.jellison@noaa.gov
Natural Resource Trustee for DOC/NOAA* Note: The DOC trusteeship for natural resources has been delegated to NOAA.	Contact the NOAA SSC (above). For pollution responses, the SSC is responsible for notifying and coordinating with all NOAA Natural Resource Trustee representatives, including the DOC/NOAA RRT-6 representatives and alternates.

Region 6 NOAA RRT representatives **Primary**: Charlie Henry, Director Hale Boggs Federal Building, Suite 1341 500 Pydras St. New Orleans, LA 70130	o: (251) 544-5008 or 5006 c: (206) 849-9928 charlie.henry@noaa.gov
Alternate: Lisa Dipinto, NOAA Regional Resource Coordinator 1305 East West Highway, SSMC4 Station 10219 Silver Spring, MD 20910	o: (251) 544-5016 c: (206) 719-5439 Lisa.DiPinto@noaa.gov

* ***During a response all NOAA science support services, including discharge and release trajectory and atmospheric modeling information should be obtained from and coordinated through the NOAA Scientific Support Coordinator.***

9210.11 National Weather Service (NWS)

300 Pinson Dr. Corpus Christi, TX 78406 Austin/San Antonio, TX Forecast Office	Operations: (361)289-0725 Public Ph Tree: (361) 289-0959 Ph: (361) 299-1353 x223 RCD Message: (361) 289-1861 (830) 629-0130

9210.12 US Navy Supervisor Salvage (SUPSALV)/US Army

Supervisor of Salvage - U.S. Navy 2531 Jefferson Davis Hwy. Arlington, VA 22242-5160	Ph: (202) 781-0534/0731 EMERG OPS CTR Ph: (202)781-3889
Army Diving Detachment Assistance U.S. Army Diving Company (PROV) Fort Eustis, VA 23604	(757) 878-5780/5658/3500/2433
Army Corps of Engineers (ACOE) Corpus Christi Office	Phone: (361) 884-3385

9210.13 Environmental Protection Agency (EPA)

Emergency Response Teams	
EPA Response & Prevention Branch 1445 Ross, Mail Code 6SF-R Dallas, TX 75202 24-hr Emergency	24 Hr: (866) 372-7745
EPA Region 6 Public Affairs: 1445 Ross Avenue Dallas, TX 75202	Ph: (214) 665-2200 Fax: (214) 665-2118 toll free: (800) 887-6063

9210.14 Agency for Toxic Substance and Diseases Registry (ATSDR)

CDC/ATSDR Emergency Operation Center 4770 Buford Hwy NE Atlanta, GA 30333	24 Hr. (404) 498-0120
ATSDR Region 6 1445 Ross Ave. Dallas, TX 75202	Ph:(214)665-8361/8562 Fax:(214)665-2237
CDC EOC Toxicology and Environmental Medicine	24 Hr: (770) 488-7100

9210.15 Civil Support Teams

The 6th CST is one of 55 teams stationed across the nation. It is a rapidly deployable, full-time active duty Army and Air National Guard unit available to respond to incidents involving possible weapons of mass destruction, as well as other emergency incidents.

Texas Army National Guard 6th WMD/CST 2200 West 35th Street BLDG 87 Camp Mabry Austin, TX 78703	Ph: (512) 782-1900 Fax: (512) 782-1949

9210.16 Bureau of Ocean Energy Management & Regulation Enforcement

Lake Jackson District Phone: Oak Park Center 102 Oak Park drive, Suite 200 Clute, TX 77531	Ph: (979) 238-8121 (8-5 weekdays) Duty Cell: (979) 292-9334
Pipeline Section, Mail Stop 5232 1201 Elmwood Park Blvd New Orleans, LA 70123-2394	Ph: (504) 736-2547 (8-5 weekdays) Duty Cell: (504) 452-3562 Fax: (504) 736-2408

9220.1 Government Official Liaisons

Texas Department of Public Safety **Division of Emergency Management** 5808 N. Lamar St. Austin, TX 78752-4422	24 HR: (512) 424-2208 (DPS)

9220.2 Texas General Land Office

Texas General Land Office **Public Information** 1700 North Congress #825 Austin, TX 78701-1496	24HR:(800) 998-4456 Ph: (512) 463-2536 Fax: (512) 463-6311
Coastal Division (TGLO) 1700 North Congress Avenue Austin, TX 78701-1495	Ph:(512) 463-5338 Pager:(800) 225-0256 PIN#055-0752 Fax: (512) 465-1560
Texas General Land Office 6300 Ocean Drive, NRC Corpus Christi, TX 78412-5847	Fax: (361) 825-3302
Texas General Land Office 2145 EMS Lane Brownsville, TX 78521	Ph: (956) 504-1417 Fax: (956)504-0123 Pager: (800)527-2431 pin 1553
Texas General Land Office 414 Travis Street Port Lavaca, TX 77979	(361) 552-8081 Fax: (361) 552-7995 Pager: (361) 501-2816

9220.3 Texas Commission on Environmental Quality (TCEQ)

Austin Headquarters Public Affairs: Media Relations 12100 Park 35 Circle Austin, TX 78753	Ph: (512) 239-5544 Fax: (512) 239-5010 24HR: (512) 239-5000
Texas Commission on Environmental Quality #14 6300 Ocean Drive, #5839 Corpus Christi, TX 78412-5839	Ph: (361) 825-3100 Fax: (361) 825-3101
Texas Commission on Environmental Quality #15 1804 W. Jefferson Ave Harlingen, TX 7855	Ph: (956) 425-6010 Fax: (956)412-5059

9220.4 Texas Parks and Wildlife Department

Texas Parks and Wildlife 4200 Smith Road Austin, Texas 78744	Ph: (512)389-4800 24 Hr: (800) 792-1112

	Texas Parks and Wildlife **Coastal Fisheries** 6300 Ocean Drive, NRC 2500 Corpus Christi, Texas 78412-5846	24HR: (512)389-4848 fax: (361) 825-3248
	Texas Parks and Wildlife **Coastal Fisheries** Trustee Program 1502 Pine Drive (FM 517 E) Dickinson, TX 77539	Ph: (281) 534-0100 Fax: (281) 534-0122 Cell: (281) 635-2955
	Texas Parks and Wildlife **Coastal Fisheries** 95 Fish Hatchery Road Brownsville, TX 78520	Ph: (956) 350-4490
	Texas Parks and Wildlife 2805 N. Navarro Street Victoria, TX 77901	Ph: (361) 575-6306
	Texas Wildlife Services State Director Mike Bodenchuck P.O. Box 690170 San Antonio, TX 78269	Ph:(210) 472-5451 Fax: (210) 472-3846
	Texas Parks and Wildlife Department Kills and Spills Team 24 hr Communication Center	Ph: (281) 842-8100 Cell: (361) 658-3181
9220.5	**State Emergency Response Committees (SERC)**	
	Texas General Land Office 6300 Ocean Dr. #5847 Corpus Christi, Texas 78412	Ph: (361) 825-3300 Fax: (361) 825-3302 24-hr: (361) 549-5310
	Texas Department Of Public Safety **Emergency Management Service** 5805 North Lamar Blvd. Austin, Texas 78752-4422	Non-Duty: (512) 424-2000 Duty Hours: (512) 424-2138 Fax: (512) 424-2444
	Texas Railroad Commission 10320 IH37 Corpus Christi, Texas 78410	Ph: (361) 242-3113 Fax: (361) 242-9613 24hr: (361) 242-3113
	Texas Commission On Fire Protection 17 North Congress, Suite 1-105 Austin, Texas 78701	Ph: (512) 936-3838 Fax: (512) 936-3808
	Texas Department Of Agriculture 1700 North Congress Ave. Stephen F. Austin Building, 11th Floor Austin, Texas 78701	Ph: (512) 463-7476 (888) 223-8861
	Texas Department of Transportation 7901 N. IH 35 Austin, Texas 78753	Ph: (512) 832-7000 Fax: (512) 478-8243

	Texas Engineering Extension Service 301 Tarrow College Station, Texas 77840-7896	Ph: (979) 458-6800
	Texas Commission On Environmental Quality 6300 Ocean Dr. #5839 Corpus Christi, Texas 78412	Ph: (361) 825-3100 Fax: (361) 825-3101 24-hr: (361) 825-3100
	Texas Parks And Wildlife 6300 Ocean Dr. NRC 2500 Corpus Christi, Texas 78412	Ph: (361) 825-3244 Fax: (361) 825-3248 24-hr: (800) 299-4099, Pin:7858
	Texas Department Of Health 1100 West 49th Street Austin, Texas 78756-3199	Ph: (512) 458-7708

9220.6 State Environmental Agencies

9220.7 Texas General Land Office

	Texas General Land Office Oil Spill Prevention & Response 1700 N. Congress Ave., Suite 935 Austin, Texas 78701-1495	Ph: (512) 475-1575, 6597 Fax: (512) 475-1560 24-hr: (800) 832-8224
	Texas General Land Office 6300 Ocean Dr., NRC 3300 Corpus Christi, Texas 78412	Ph: (361) 825-3300 Fax:(361) 825-3302 24-hr: (361) 549-5310
	Chemtel	Ph: 1-800-255-3924

9220.8 Texas Commission on Environmental Quality

	Texas Commission on Environmental Quality Pollution Cleanup Division Messinger Bldg. D 12100 Park 35 Circle Austin, TX 78753	Houston: (713) 767-3500 fax: (713) 767-3561 24-hr Austin: (512) 239-5000 fax: (512) 239-2527
	Texas Commission On Environmental Quality 6300 Ocean Dr. #5839 Corpus Christi, Texas 78412	Ph: (361) 825-3100 Fax: (361) 825-3101 24-hr: (361) 825-3100
	Chemtel	Ph: 1-800-255-3924

9220.9 Texas Parks and Wildlife Department

	6300 Ocean Dr. NRC 2500 Corpus Christi, Texas 78412	Ph:(361) 825-3244 Fax: (361) 825-3248
	Kills and Spills Team	24-hr: (512) 389-4848
	Austin Office	Ph: (512) 389-4848
	Chemtel	Ph: 1-800-255-3924

9220.10 Texas Poison Center

SOUTH TEXAS POISON CENTER	(800) 222-1222

9220.11 Railroad Commission of Texas

10320 IH37 Corpus Christi, Texas 78410	24-hr: (361) 242-3113 fax: (361) 242-9613

9220.12 Texas Department of Health

Texas Department of State Health Services 1100 West 49th Street Austin, TX 78756	Ph: (512) 458-7460 Fax: (512) 776-3117
Corpus Christi Office	Ph: (361) 851-7200

9220.13 State Historic Preservation Office

Texas Historical Commission Archeology Division 1511 Colorado Austin, TX 78701	Ph: (512) 463-6096 Fax: (512) 463-8927

9220.14 State Law Enforcement Agencies

Texas Dept of Public Safety	
Austin Office-	Ph: (512) 424-2000
Corpus Christi- (Communications)	Ph: (361) 698-5600
(Highway Patrol)-	Ph: (361) 698-5672
Texas Parks and Wildlife Law Enforcement	
Austin Office-	Ph: (512) 389-4845
Main Switch Board-	Ph: (800) 792-1112
Corpus Office-	Ph: (361) 289-5566
Rockport Office-	Ph: (361) 790-0312
Texas Parks and Wildlife Coastal Conservation	
Austin Office-	Ph: (512) 389-4848
Corpus Christi Office-	Ph: (361) 825-3370
Texas General Land Office	
Chemtel-	Ph: (800) 825-8224
Corpus Christi Office-	Ph: (361) 825-3300
Texas Commission on Environmental Quality	
Chemtel-	Ph: (800) 825-8224
Corpus Christi Office-	Ph: (361) 825-3100
Texas Railroad Commission	
24-Hour Emergency-	Ph: (512) 463-6788
Corpus Christi Office-	Ph: (361) 242-3113
Corpus Christi Office-	Ph: (361) 851-7217

9220.15 Hazardous Substances Response Teams

Chemtel	Ph: (800) 255-3924
Texas Commission on Environmental Quality Corpus Christi Office 6300 Ocean Dr. Ste. 1200 Corpus Christi, TX 78412	Ph: (361) 825-3100 Fax: (361) 825-3101 24-hr: (361) 825-3100

9230 Local Resources/Agencies

9230.1 Local Trustees for Natural Resources

9230.2 Local Emergency Planning Committees

C.C. Local Emergency Planning Committee	Ph: (361) 880-3960 Fax: (361) 826-4417
Brownsville, TX Emergency Management Coordinator Jeff Johnston, EMT	Ph: (956) 504-7408 Fax: (956) 548-0085
Victoria County **Office of Emergency Management** Emergency Management Coordinator David Martyn 105 W Juan Linn Victoria, Texas 77901	Ph:(361) 485-3362 Fax: (361)485-3010

9230.3 Local Environmental Agencies

Chemtel	Ph: (800) 255-3924

9230.4 Local Law Enforcement Agencies

Corpus Christi Police Department Chief of Police 321 John Sartain Street Corpus Christi, TX 78401	Ph: (361) 886-2604
Nueces County Sherriff Dept 901 Leopard Corpus Christi, TX 78401	Ph: (361)887-2222 Fax: (361) 887-2206
Corpus Christi Local Law Enforcement- 911- Non emergency- (361) 886-2600	
Brownsville Police Department 600 E. Jackson Street Brownsville, TX 78520	Ph: (956) 548-7000
Cameron County Sheriff's Department 7300 Old Alice Road Olmito, TX 78575	Ph: (956)-544-6700

Dispatch 6700 Old Alice Road Brownsville, TX 78520	Ph: (956)544-0860 Fax: (956) 554-6780
Victoria County Sheriff's Department 101 N. Glass Victoria, TX 77901	Ph: (361) 575-0651
Victoria Police Department 306 S. Bridge Street Victoria, Texas 77902	Ph: (361) 573-3221

9230.5 Port Authority/Harbormaster

Port of Corpus Christi 222 Power Street Corpus Christi, TX 78401	Ph: (361) 882-1773
Port Of Brownsville Harbor Master 400 Windhaus Road Brownsville, Texas 78521	Ph: (956) 831-8256
Port Lavaca Harbor Master 106 S. Commerce Street #6 Port Lavaca, Texas 77979	Ph: (361) 552-2615

9230.6 Local Fire Departments

City of Corpus Christi 901 Leopard Street Corpus Christi, TX 78408	Ph: (361) 883-4121
City of Corpus Christi 1401 Morgan Ave Corpus Christi, Texas 78404	Ph: (361) 881-9961
City of Brownsville Central Fire Station 1010 E Adams Street Brownsville, Texas 78520	Main Ph: (956) 546-6351 Ph: (956) 546-8539
City of Brownsville Fire Station 1855 Foust Road Brownsville, Texas 78520	Ph: (956) 831-7424
City of Victoria - Fire Department 606 E Goodwin Ave Victoria, Texas 77901	Ph: (361) 485-3450 Fax: (361) 485-3459
NAS-CC 10800 D. Street, Bldg. 7 Corpus Christi, Texas 78419	Ph: (361) 961-1706 Fax: (361) 961-6203

9230.7 Hazardous Substances Response Teams

Miller Environmental Consulting 4260 Beacon Street Corpus Christi, TX 78405	Ph: (361) 882-4445/4260

9230.8 Explosive Ordinance Detachments (EOD)

City of Corpus Christi Police Department- Bomb Squad	Ph: (361) 886-2802
Navy Explosive Ordinance Detachment	Ph: (361) 776-4383
City of Brownsville Police Department-Bomb Squad Chief Carlos Garcia- EOD Supervisor William Dietrich-	Ph: (956) 548-7050 Ph: (956) 548-7011
City of Victoria Police Department-Bomb Squad Emergency Management Office-	Ph: (361) 485-3362

9230.9 Site Safety Personnel/Health Departments

Corpus Christi Health Department 1702 Horne Road Corpus Christi, Texas 78416	Ph: (361) 826-7200
City of Victoria Health Department 2805 N. Navarro Victoria, Texas 77901	Ph : (361) 578-6281
City of Brownsville 1034 E. Levee St. Brownsville, Texas 78520	Ph : (956) 542-3437

9240 Private Resources

9240.1 Clean-up Companies (BOA & Non-BOA)

Miller Environmental 600 Flato Road Corpus Christi, Texas 78405	Ph: (361) 289-9800
Corpus Christi Area Oil Spill Organization 1231 E. Navigation Blvd. Corpus Christi, Texas 78403	Ph: (361) 882-2656
Eagle Construction & Environmental Services Cibolo, Texas 78108	Ph: (210) 566-8366
Texas Strike Force 11222 Richmond Avenue Suite #100	Ph: 1-855-442-9360

Houston, TX 77082 *Mailing Address:* P. O. Box 421677 Houston TX, 77242-1677

9240.2 Media (Television, Radio, Newspaper)

Corpus Christi:		
KRIS TV 301 Artesian St., Corpus Christi, TX 78401 Ph: (361) 886-6100		**KZTV** 301 Artesian Street Corpus Christi, TX 78401 Ph: (361) 883-7070
KORO TV 102 N. Mesquite St. Corpus Christi, TX 78401 Ph: (361) 883-2823		**Corpus Christi Caller Times (Local Newspaper)** 820 N. Lower Broadway Corpus Christi, TX 78401 Ph: (361) 884-2011
KIII TV 5002 S. Padre Island Drive Corpus Christi, TX 78411 Ph: (361) 986-8300		

Victoria:		
KAVU-TV, KVCT-TV, KUNU-TV 3808 N. Navarro, Victoria, Texas 77901 Ph: 361-575-2500		**Revista de Victoria** 2001 E. Sabine, Ste 107 Victoria, Texas 77901 Ph: 361-578-9686
KIXS 107.9/106.9 The Rock 107 North Star Drive Victoria, Texas 77904 Ph: 361-573-0777		**Texas Radio 98.7 JACK FM** 107 N. Star Victoria, Texas 77904 Ph: 361-573-0777

Brownsville:		
The Brownville Herald 1135 E. Van Buren Street Brownsville, Texas 78520 Ph: (956) 542-4301		**KLUJ TV - Channel 44** 1920 Al Conway Drive Suite 117 Harlingen, Texas, 78550 Ph: (956) 425-4225
KVEO- NBC 394 N. Expressway 83 Brownville, Texas 78521 Ph: (956) 544-2323		**KGBT TV - Channel 4** 9201 W. Expressway 83 Harlingen, Texas 78552 Ph: (956) 366-4444
KRGV - ABC Channel 5 900 E. Expressway Weslaco, Texas 78596 Ph: (956) 968-5555		

9240.3 Firefighting/Salvage Companies/Divers

See Section 8700 for inventory of capabilities and assets specific to marine firefighting.

Sea Tow PO Box 181046 Corpus Christi, TX 78480 Ph: (361) 937-7328		**Third Coast Towing LLC** 600 Leopard St. Corpus Christi, TX 78473 Ph: (361) 881-9422
Tow Boat US/Roberson Marine Services 2614 South 11th St. Corpus Christi, TX 78480 Ph: (361) 749-0313		**Intercoastal Salvage** 6915 FM511 Brownsville, TX 78526 Ph: (956) 831-8661
International Divers Inc. Co 1800 East Navigation Blvd. Corpus Christi, TX 78402 Ph: (361) 884-4506		**Abyss Diving & Marine Salvage** 4514 Wilson St. Groves, TX Ph: (409) 347-2300
Intracoastal Towing & Transportation Corp. 1420 Harbor Dr. Corpus Christi, TX 78401 Ph: (361) 884-8791		

9240.4 Firefighting (Other)

Texas Forest Service (Director) John B. Connally Bldg. 301 Tarrow, Suite 304 College Station, TX 77840-7896 Ph: (979)458-6507		**City of Brownsville Central Fire Station** 1010 E Adams Street Brownsville, Texas 78520 Ph: (956) 546-4674

Refinery Terminal Fire Company 4802 Up River Road Corpus Christi, TX 78407 Ph: (361) 882-6253		**City of Victoria Fire Department** 606 E Goodwin Ave Victoria, Texas 77901 Ph: (361) 485-3450
Corpus Christi Fire Department 201 N. Chaparral #300 Corpus Christi, TX 78401 Ph: (361)880-3932		

9240.5 Salvage Companies

Roberson Marine Services 2614 S. 11st St. Port Aransas, TX 78373 Ph: (361)749-0313		**Esco Marine Inc.** 16200 Jose Garza Rd. Brownsville, Texas 78521 Ph: (956) 831-8300
Intracoastal Salvage Inc. 6915 FM 511 Brownsville, Texas 78526 Ph: (956) 831-8661		**Marine Salvage & Service, Inc.** 416 W. South Shore Drive Port Isabel, Texas 78578 Ph: (956) 943-2648

9240.6 Divers/Equipment

International Divers Inc. 1800 E. Navigation Blvd Corpus Christi, Texas 78402 Ph: (361)-884-4506		**S&J Diving Inc.** 310 Bigelow Aransas Pass, Texas Ph: (361)758-7070
Ray Wolf Commercial Diving Inc. Everglades Road Brownsville, Texas 78520 Ph: (956) 831-2980		**All Star Metals, LLC (Equipment & Transportation)** 101 Box Car Road Brownsville, Texas Ph: (956)838-2110
Coastal Diving Equipment 237 Yoakum Ave Aransas Pass, Texas 78336 Ph: (361) 758-4069		**Transforma Marine, Corp.** 16901 R.L. Ostos Road Brownsville, Texas 78521 Ph: (956) 831-4284
Underwater Services Inc. 4150 FM 1069 Aransas Pass, Texas 78336 Ph: (361) 758-7487		**American Diving** 33256 State Park Road 104 South Padre Island, Texas 78597 Ph: (956) 761-2030

9240.7 Fishing Cooperatives and Fleets

Texas Shrimp Association 126 Cleveland Blvd Aransas Pass, Texas 78335	Ph: (361) 758-5024 Fax: (361) 758-5853

9240.8 Wildlife Rescue Organizations

Wildlife Rehabilitation & Education (WR&E) (www.wrande.org) - Houston 7007 Katy Rd, Houston, Texas Contact: Sharon Schmalz	Ph: (281) 731-8826
Wildlife Response Services (WRS) - Houston Contact: Rhonda Murgatroyd	Ph: (713) 705-5897 Page: (281) 266-0054
Animal Rehabilitation Keep (ARK) University of Texas Marine Science Institute 750 Channel View Drive Port Aransas, Texas 78373-5015	Ph: (361) 749-6793
Texas Marine Mammal Stranding Network 4700 Avenue U, Suite 105C Galveston, Texas 77551-5962	Ph: (409) 744-1358
Corpus Christi Region	Ph: (361) 947-4313
South Padre Island Region	Ph: (956) 572-1948
NOAA Mammal Protection & Conservation	Ph: (301) 713-2332

9240.9 Volunteer Organizations

American Red Cross 2700 Southwest Freeway Houston, TX 77098	Ph: (713) 526-8300 Fax: (713) 526-5871
American Red Cross 1721 S. Brownlee Blvd. Corpus Christi, Texas 78404	Ph: (361) 887-9991
American Red Cross 952 E. Levee St. Brownsville, Texas 78520	Ph: (956) 423-0523
Emergency Disaster Services	Ph: (713) 526-0636

9240.10 Maritime Associations/Organizations/Cooperatives

CLEAN GULF ASSOCIATES (CGA) (** Any MSRC office in the U.S. can help you get in touch with the CGA if the referenced contact phone number is unreachable).	Ph: (888) 242-2077
MSRC may be contacted at: (LA) 1667 Main St. Ingleside, TX 78362	Ph: (337)475-6400 Ph: (800) 645-7745 Ph: (361) 776-5336 Fax: (361) 776-7084

9240.11 Academic Institutions

TEXAS A&M University Texas Engineering & Extension (TEEX) 301 Tarrow College Station, TX 77840 Ph: (877) 833-9638 fax: (979) 458-6800		**University of Texas** University of Texas at Brownsville 80 Fort Brown Street Brownsville, Texas 78520 Ph: (956) 882-4968
Texas A&M University-Corpus Christi 6300 Ocean Drive, Corpus Christi, Texas 78412 Ph: 361-825-5700		**University of Texas** Marine Science Institute 750 Channel View Drive Port Aransas, Texas 78373-5015 Ph: (361) 749-6741 Fax: (361) 749-6777
Texas A&M University Center for Marine Training and Safety 87101 Teichman Road Galveston, Texas 77554 Ph: (409) 740-4462 Fax: 409-744-2890		**The University of Texas-Pan American** 1201 W. University Drive Edinburg, TX 78539-2999 Ph: 1-866-441-UTPA Ph: (956) 656-3690
National Oil Spill Control School At Texas A&M University 6300 Ocean Drive, NRC Ste 1100 Corpus Christi, Texas 78412 Ph: (361) 825-3333		**University Of Houston** University of Houston at Victoria 3007 N. Ben Wilson Street Victoria, Texas 77901 Ph: (361) 570-4848

9240.12 Laboratories

Marine Safety Lab Coast Guard Research & Dev Center- – 1 Chelsea St. New London, CT 06320 Ph: (860) 271-2704 Fax: (860) 271-2641		**Precision Petroleum Labs, Inc. (Fingerprint Analysis)** 5915 Star Lane Houston, TX 77057 Ph: (713) 680-9425 Fax: (713) 680-9564

9240.13 Emergency Medical Services

Emergency		**911**
Poison Control Center		**Ph: 1-800-222-1222**
Christus Spohn Hospital Shoreline 600 Elizabeth Street Corpus Christi, TX 78404 Information: (361) 881-3000 Emergency: (361) 881-4323		**Valley Regional Medical Center** 100 E Alton Gloor Blvd Brownsville, Texas 78526 Phone: (956) 350-7000

Christus Spohn Hospital South 5950 Saratoga Boulevard Corpus Christi, TX 78414 Phone: (361) 985-5000 Information: (361) 985-5151 Emergency: (361) ~~-~~958-5811		**Detar Hospital Navarro** 506 E. San Antonio St Victoria, Texas 77901 Phone: (361) 575-7441
Christus Spohn Hospital Memorial 2606 Hospital Boulevard Corpus Christi, TX 78405 Phone: (361) 902-4000 Information: (361) 902-4391 Emergency: (361) 902-4170		**Navy Air Station Hospital** 10651 E Street Corpus Christi, TX 78419 Phone: (361) 961-2668

9250 Stakeholders

Texas Parks and Wildlife~~5~~ 6300 Ocean Drive, NRC #2501 Corpus Christi, TX 78412 Ph: (361) ~~-~~825-3244 Fax: (361) 825-3148		**Mustang Island State Park** P O Box 326 Port Aransas TX 78373 Ph: (361) 749-5246
Aransas National Wildlife Refuge P.O. Box 100 Austwell, TX 77950 Ph: (361) 286-3559 Fax: (361) 286-3722		**Laguna Atascosa NWR** John Wallace, Manager 22817 Ocelot Rd. Los Fresnos, Texas 78566 Ph: (956) 748-3607
Padre Island National Seashore PO Box 181300 Corpus Christi, TX 78480-1300 Ph: (361) 949-8068 Fax: (361) 949-8023		**Audubon Texas** Dallas - State Office 2904 Swiss Avenue; Dallas, Texas 75204-5910 Numerous holding along Texas Coast Ph: (214) 370-9735 Fax: (214) 370-8527

9260 Miscellaneous Contacts

Navy Air Station-Corpus Christi Ph: (361) 961-2811		**Navy Lodge Hotel** Navy Air Station Corpus Christi, Texas 78419 Ph: (361) 937-6630

9260.1 Lightering

American Eagle Tankers Agencies 1900 West Loop South, Suite 920 Houston, Texas 77027 Email: aet-hou@aetweb.com 24hr: (713) 622-1590 Fax: (713) 516-8771 Backline: (713) 622-6436		**I.M.Skaugen S.E.** Two Houston Center 909 Fannin, Ste 3300 Houston, Texas 77057 Ph: (713) 266-8000 Fax: (713) 266-0309
Biehl and Company 4115 Up River Road Corpus Christi, TX 78408 Ph: (361) 882-4949 Fax: (361) 882-5830		**Pelican Offshore Services Company** Galveston, Texas Ph: (409) 740-4212

9260.2 Towing Companies

KIRBY INLAND MARINE INC 3709 E. Navigation Road Corpus Christi, TX 78402 Ph: (361) 696-3800 Fax: (361) 696-3842		**American Commercial Barge Lines (ACBL)** 1701 E. Market St Jeffersonville, IN 47130 24 Hr: (877) 857-1225 Fax: (812) 288-1766
STAPP TOWING COMPANY, INC. 3513 Dickinson Ave Dickinson, TX 77539 Ph: (281) 337-2551 Fax: 281) 337-4108		**HIGMAN TOWING COMPANY** 1980 Post Oak Blvd., #1101 Houston, TX 77056 Ph: (713) 552-1101 Fax: (713) 552-0732
Bayou Marine Services Inc. Shrimp Turning Basin Brownsville, Texas 78520 Ph: (956) 831-4862 Fax: (956) 831-3241		**Brown Water Marine Service, Inc.** P.O. Box 2269 Rockport, TX 78381 Ph: (361) 729-3721 Fax: (361) 729-0332
Signet Towing Corp. 1500 Main St., Ingleside, Texas Ph: (361)776-7500 Fax: (361) 776-7501		**Moran Towing** 8740 Old Yacht Club Road Port Arthur, Texas 77642 Ph: (409) 962.0591 Fax: (409) 962-1287
Tow Boat US 2614 S. 11st St. Aransas Pass, Texas 78373 Ph: (361)749)-0313		**Tow Boat US** 156 Beach Blvd. Port Isabel, Texas 78578 Ph: (956) 943-6500

9260.3 Railroad Emergency Contacts

Union Pacific Railroad	Ph: (888) 877-7267
Burlington Northern/Santa Fe Railroad	Ph: (800) 832-5452

	Kansas City Southern Railroad	Ph: (877) 527-9464
	Port of Corpus Christi Terminal Railroad 4441 E Navigation Blvd Corpus Christi, TX 78402	Ph: (361) 884-4019
9260.4	**Utility Companies**	
	Corpus Christi Water/Trash/Sewer City of Corpus Christi City Hall 1201 Leopard Corpus Christi, Texas 78401	Ph: (361) 826-3240 Emergency: (361) 826-1681
	Electric Company AEP/CPL Retail Energy PO Box 180 Tulsa, OK 74101-0180	Ph: (877) 373-4858
	Victoria Utilities 700 Main Center, Suite 106 Victoria, Texas 77901	Ph: (361) 485-3381 After Hours: (361) 485-3380 or 573-2740 Fax: (361) 485-3385
	Brownsville Electric, Wastewater, Water, Trash and Sewer Brownsville Public Utilities Board 1425 Robinhood Drive Brownsville, Texas	Ph: (956) 983-6121 Fax: (956) 983-6103
9260.5	**Command Posts**	
	Sector Corpus Christi Prevention Department 555 N. Carancahua Street, Suite 500 Corpus Christi, TX 78478	Ph: (361) 888-3162
	Texas General Land Office 6300 Ocean Dr., NRC 2400 Corpus Christi, TX 78412	Ph: (361)825-3300 Fax: (361) 825-3302 24-hr: (800) 832-8224
9260.6	**Rental Command Posts**	
	Modular Spaces 10604 1/2 Wallisville Rd Houston, TX 77013	Ph: 1-800-523-7918 24-hr: (713) 678-7499 Fax: (713) 678-7374
	Mobile Modular 4445 E. Sam Houston Pkwy South Pasadena, Texas 77505-3912	Ph: (281) 487-9222 Fax: (281) 487-1289
	Camper Clinic 302 West Market Rockport, TX 78382	Ph: (361) 729-0031
9260.7	**Local Portable Command Posts**	
	Miller Environmental 600 Flato Rd. Corpus Christi, TX 78405	Ph: (361) 289-9800 Fax: (361) 289-6363

Texas General Land Office 6300 Ocean Dr., NRC 2400 Corpus Christi, TX 78412	Ph: (361)825-3300 Fax: (361) 825-3302

9260.8 Aircraft Support

United States Air Force Auxiliary (Civil Air Patrol (CAP))	
Texas Wing	Ph: (245) 867-3680 Pager: (800) 587-1137
Louisiana Wing	Ph: (337) 437-1309 Ph: (337) 439-9911 Ph: (337) 438-0435
24 Hour (CAP HQ)	Ph: (888) 211-1812
Corpus Christi	Ph: (361) 758-0885
Air Ambulance Network Inc.	Ph: (800) 327-1966

9260.9 Aircraft Rental

Petro Helicopters P. O. Box 90808 Lafayette, LA 70509 Rockport, Texas	24- hour: (337) 235-2452 Ph: (361) 729-1559
Petroleum Helicopters Inc. (PHI) 2115 Terminal Drive Galveston, TX 77554	Ph: (409) 744-5286 Fax: (409) 744-2230
Air Logistics 4605 Industrial Dr. New Iberia, LA 70560	Ph: (337) 365-6771 Fax: (337) 364-8222 Galveston: (409) 740-3546
Evergreen Helicopters Inc. 2001 Terminal Galveston, TX 77554	Ph: (409) 741-7732

9260.10 Airports

Corpus Christi International Airport 1000 International Drive Corpus Christi, Texas 78406 Dave Hamrick, Director *HOURS OF OPERATION* Sunday through Friday, 4:30AM to Midnight Saturday, 4:30AM to 11PM	Ph: (361) 289-0171 Fax: (361) 289-0251 daveh@cctexas.com
Rooke Field Airport 143 Airport Rd Refugio, Texas James Henry; Manager	Ph: (361) 526-4241

	Corpus Christi Naval Air Station/Truax Field Ocean Drive Corpus Christi, TX 78409	Ph: (361) 937-1552
	Beeville Municipal Airport 3201 Hwy 59 W Beeville, Texas 78104	Ph : (361) 358-0410
	Aransas County Airport 421 John D. Wendell Road Rockport, TX 78382 Gene Johnson, Manger	Ph: (361) 790-0141 Fax: 361-790-0143
	San Patricio County Airport 3149 FM 3512 Ingleside, Texas 78336 George Alvarado, Manger	Ph: (361) 758-2000
	Brownsville/South Padre National Airport 700 Amelia Earhart Drive Brownsville, Texas 78521	Ph: (956) 542-4373
	Victoria Regional Airport Foster Field Drive Victoria, Texas 77904	Ph: (361) 578-2704

9260.11 Area FAA Air Traffic Control Representatives

	KCRP - FAA Corpus Christi SSC 6902 McGloin Rd. Corpus Christi, TX 78415	Ph: (361)299-4200 Fax: (361)299-4217
	KIAH - FAA Houston Intercont'l ATCT Houston Intercontinental Airport 2700 W. Terminal Rd. Houston, TX 77032	Ph: (281)230-8400 Fax: (281)230-8404

9260.12 Lodging

Corpus Christi:		
Travel Lodge 910 Corn Products Ave Corpus Christi, TX 78409 Ph: (361) 289-5666	**Super 8 Corpus Christi** 910 Corn Products Ave Corpus Christi, Texas 78409 Ph: (361) 289-1216	**Quality Inn and Suites** 1901 North Padre Island Dr. Corpus Christi, Texas, 78408 Ph: (361) 289-2500
Holiday Inn Padre Island Dr. 5549 Leopard St Corpus Christi, Texas, 78408 Ph: (361) 289-5100	**Best Western** 902 North Navigation Blvd Corpus Christi, Texas, 78408 Ph: (361) 888-8333	**La Quinta Inn** 546 SPID Corpus Christi, Texas, 78405 Ph : (361)299-2600
Days Inn 901 Navigation Blvd Corpus Christi, Texas, 78408 Ph: (361) 888-8599	**Emerald Beach Hotel** 1102 South Shoreline Corpus Christi, Texas, 78401 Ph: (361) 883-5731	**Comfort Suites Corpus Christi** 1814 Enis Joslin Corpus Christi, Texas, 78415 Ph: (361) 991-7100
Best Western Marina 300 North Shoreline Blvd Corpus Christi, Texas 78401 Ph: (361) 883-5111	**Super 8 Corpus Christi** 411 N. Shoreline Corpus Christi, Texas, 78401 Ph: (361) 884-4815	**Embassy Suites** 4337 S. Padre Island Drive. Corpus Christi, Texas, 78411 Ph: (361) 853-7899
Quality Inn and Suites 3202 Surfside Blvd Corpus Christi, Texas, 78402 Ph: (361) 883-7456	**Radisson Hotel** 3200 Surfside Blvd Corpus Christi, Texas, 78403 Ph: (361) 883-9700	**Knights Inn** 3615 Timon Blvd Corpus Christi, Texas, 78402 Ph: (361) 883-4411
Days Inn 4302 Surfside Blvd Corpus Christi, Texas, 78402 Ph: (361) 882-3297	**Residence Inn** 5229 Blanche Moore Dr. Corpus Christi, Texas, 78411 Ph: (361) 985-1113	**Navy Lodge Hotel** Navy Air Station Corpus Christi, TX 78419 Ph: (361) 939-6630

Brownsville:		
Best Western La Copa 1945 N. Expressway 77/83 Brownsville, Texas 78520 Ph: (956) 546-5501	**Cameron Hotel** 912 E. Washington Brownsville, Texas 78520 PH: (956) 542-3551	**Comfort Inn** 625 Sunrise Blvd Brownsville, Texas 78520 Ph: (956) 504-3331
Day Inn 715 N. Expressway 77/83 Brownsville, Texas 78520 Ph: (956) 541-2201	**Hawthorn Suites** 3759 N. Expressway 77/83 Brownsville, Texas 78520 Ph: (956) 574-9998	**Holiday Inn Express** 1985 N. Express 77/83 Brownsville, Texas 78520 Ph: (956) 550-0666
Red Roof Inn 2377 N. Expressway 77/83 Brownsville, Texas 78520 Ph: (956) 504-2300	**Residence Inn by Marriott** 3975 N. Expressway 77/83 Brownsville, Texas 78520 Ph: (956) 350-8100	

Victoria:		
Victoria Fairfield Inn by Marriott 7502 N. Navarro Victoria, Texas 77904-2654 Ph: (361) 582-0660	**Quality Inn** 3112 Houston Hwy Victoria, TX 77901-4695 Ph: (361) 578-2030	**Holiday Inn Express** 111 Huvar St. Victoria, Texas 77904 Ph: (361) 575-1600
La Quinta Motor Inn 7603 N. Navarro Victoria, Texas 77904-2628 Ph: (361) 572-3585	**Hampton Inn** 7006 N. Navarro, Victoria, Texas 77904 Ph: (361) 573-9911	

9260.13 Food & Water

Corpus Christi:		
Bar-B-Q Man 4931 Interstate Hwy 37 Corpus Christi, Texas Ph: (361) 888-4248	**Jason's Deli** 5325 Saratoga Blvd Corpus Christi, Texas Ph: (361) 980-8300	**The Water Shoppe** 5522 Everhart Road Corpus Christi, Texas Ph: (361) 992-1468
Culligan Water 110 N. Staples Corpus Christi, Texas Ph: (361) 884-2483	**Jacks's Dinner Bell (catering)** 4226 Weber Rd. Corpus Christi, Texas Ph: (361) 851-1603	**Howards Bar-B-Q** 1002 Antelope St Corpus Christi, Texas 78401 Ph: (361) 882-1200

Jason's Deli 1416 Airline Corpus Christi, Texas 78412 Ph: (361) 992-4649	**Sonja's Restaurant and Catering** 424 N Chaparral Corpus Christi 78401 Ph: (361) 884-7774	**Miller Bar-B-Q** 2233 Airline Corpus Christi, Texas 78412 Ph: (361) 993-5534

Brownsville:		
Brownsville Coffee Shop No. 2 3230 International Blvd. Brownsville, Texas 78521 Ph: (956) 542-9650	**Cobbleheads, Bar &Grill** 3154 Central Blvd. Brownsville, Texas 78520 Ph: (956) 546-6224	**Mi Mexico Lindo** 3955 Old Hwy 77 Brownsville, Texas 78520 Ph: (956) 504-2002
Shoney's 2355 N. Expressway 77/83 Brownsville, Texas 78520 Ph: (956) 504-1500	**The Vermillion** 115 Paredes Ln. Rd. Brownsville, Texas 78521 Ph: (956) 542-9893	**Tony Romas** 1805 N. Expressway Brownsville, Texas 78520 Ph: (956) 986-2884
Watermill Express 1386 Roosevelt St Brownsville, Texas 78521 Ph: (956) 982-2061	**St Joseph Water and Ice** 630 E Price Road Brownsville, Texas 78521 Ph: (956) 831-3193	**El Jardin Water Supply** 5250 Coffeeport Road Brownsville, Texas 78521 Ph: (956) 831-9981

Victoria:		
El Pico De Gallo Restaurant Victoria, Texas 77901 Ph: (361) 578-7968	**Feedlot Steakhouse** 236 Foster Field Drive Victoria, Texas 77904-3612 Ph (361) 575-3031	**Johnny Carinos Italian Restaurant** 4904 N. Navarro Victoria, Texas 77904 Ph: (361) 485-9816
La Casona Tex-Mex Restaurant 3402 Houston Highway Victoria, Texas 77901 Ph: (361) 578-8497	**Montana Mike's Steakhouse** 6409 N. Navarro Street Victoria, Texas 77904 Ph: (361) 576-0333	**Ryan's Family Steakhouse** 4904 N. Navarro Victoria, Texas 77904 Ph: (361)-573-0484
Watermill Express 1406 E. Rio Grande Victoria, Texas 7901 Ph: (361) 576-6396		

9260.14 Temporary Storage and Disposal Facilities (TSD)

Southwest Land and Marine 7300 Greenwood Drive Corpus Christi, Texas **Company specializes in oil recycling and disposal of filters, anti-freeze, wastewater, drums, oily rags, wash pits and oil dry.	Ph: (361) 855-4551
Allied Waste Service of Corpus Christi 4414 Agnes Street Corpus Christi, Texas	Ph: (361) 882-1878
Waste Management 4010 Callis Street Victoria, Texas 77901	Ph: (361)-578-0982
El Centro Landfill, Allied Waste Industries Inc. 3189 County Rd 69 Robstown, Texas 78380	Ph: (361) 767-7905
US Ecology Texas L.P. 3277 County Road 69 Robstown, Texas 78380	Ph: (361) 387-3518

9260.15 Maintenance and Fueling Facilities

U.S. General Services Administration **(Contract for all GSA vehicles)** 1919 Smith Street Rm 840-2 Houston, TX 77087	PH: (713) 209-3202 Fax: (713) 209-3118
Stewart & Stevenson Service, Inc. **(Offshore Rigs, forklifts, generators, diesel trucks)** 8631 East Freeway Houston, TX 77029	24-hr:(713) 671-6220 Fax: (713) 671-6164
Able Communications Co., Inc. **(Satellite/Marine & Offshore communications)** 5906 W. Broadway Pearland, TX 77581	Ph: (281) 485-8800 Fax: (281) 485-8230

9260.16 Large Rental Facilities

The following are rental companies that can supply a variety of equipment such as generators, compressors, portable lights, etc.

Corpus Christi		
Petra Rental Services 4213 Medina Springs Robstown, TX 78380 Ph: (361) 767-2493		**NES Equipment Services** 1745 N. Padre Island Drive Corpus Christi, TX Ph: (361) 438-0358 Fax: (361) 289-7127
Aggreko Rental Inc. 6747 Leopard Street Corpus Christi, TX Ph: (361) 289-5684		

Brownsville:		
Briggs Equipment Inc. (Forklifts, trailer spotters) 454 N Expressway 77 Brownsville, Texas 78521 PH: (956) 504-5900		**Doggett Heavy Machinery Services** (Construction Equipment) 5994 Padre Island Hwy Brownsville, Texas 78521 Ph: (956) 831-9377 Fax: (956) 831-7421

Victoria:		
Anderson Machinery Co 5309 US Hwy 59N Victoria, Texas 77905 Ph: (361) 575-8111		**C E Mobile Equipment** 508 Mallard Road Victoria, Texas 77905-0615 Ph: (361) 573-5590 Fax: (361) 576-3163
Ralston Leasing Services Inc. 202 Holt Road Victoria, Texas 77905-5565 Ph: (361) 576-1895		

9260.17 Industrial Hose Suppliers

The following can supply a complete line of industrial hoses for all aspects of an oil spill response.

Hose of South Texas 4455 Baldwin Blvd Corpus Christi, TX 78408 Ph: (361) 884-9335		**Corpus Christi Equipment Company** (Hose Couplings and Fittings) 4721 Baldwin Corpus Christi, TX 78408 Ph: (361) 884-2981

9260.18 Workboat/Offshore Supply/Other Vessels

The following are sources to obtain vessels to move personnel and supplies in response to an oil spill within the Corpus Christi Areas of Responsibility.

Kirby Inland Marine, Inc. 3709 East Navigation Blvd. Corpus Christi, TX 78402 Ph: (361) 883-6387		**Texas Department of Transportation** (Port A Ferries) 619 West Cotter Port Aransas, TX 78373 Ph: (361) 749-2850
Marine Spill Response Corporation (MSRC) 1667 Main Street Ingleside, TX 78362 Ph: (361) 776-5336		

9260.19 Alternative Technology Response Equipment

IN-SITU BURNING (Note: Refer to USCG Eighth District ISB Plan)

Fire Retardant Boom:

1000'	Texas General Land Office	(512) 463-5195
500'	MSRC/Galveston	(409) 740-9188
500'	US Coast Guard (Water-Cooled)	(504) 589-6901
2600'	Alyeska	(907) 787-8870
6500'	CISPRI/Alaska	(907) 776-5129
17500'	ACS/Alaska	(907) 659-2405

Igniters:

5'	Flare Type - CCA	(713) 534-6195
10'	Flare Type - MSRC	(409) 740-9188
1'	Dist 8 M.S.- U. S. Coast Guard	(504) 589-6901

Air Monitoring:

USCG/GST SMART	(713) 671-5113 (251) 441-6601
EPA/START Contractor/EPA Hotline	(241) 665-9700

Consultants:

SpilTec, Al Allen	(425) 896-0988

DISPERSANT APPLICATION

Dispersant Aircraft

Airborne Support, Inc. (ASI) (985) 851-6391

ASI has 2 aircraft dedicated for spill response. One is a DC-4 with a 2,000 gal. capacity; the other a DC-3 with 1,000 gal. capacity. Both have integral spray systems and are located in Houma, LA. They are under contract to M-IRG and Clean Gulf Associates (CGA). Use by non-members of those Co-ops is contingent upon M-IRG and CGA releasing the aircraft to ASI and the non-member signing a contract with ASI. "Wheels Up" for the DC-4 is 4 hours, for the DC-3 is 8 hours. ASI may also be able to access LOOP's dispersant stockpile. Keeps a reserve of over 50,000 gallons of dispersants on-site.

EADC	(207) 665-2362 (888) EADC14U

EADC is a consortium of individual Air Tractor owners. Two of the larger AT802 aircraft are in the Houston area and two in Louisiana. They have built-in spray systems and 800 gal. payload. Smaller AT502s are also in the area and have a 500 gal. payload. EADC is currently not under contract for spill response and therefore the aircraft are on "as available" basis.

DISPERSANT SOURCES

Clean Gulf Associate
Dick Armstrong
Emergency line 24/7 (888) 242-2007 (MSRC Hotline)

29,040 gal. of Corexit 9500 in 330 gal. totes in Houma, LA
1-330 gal. tote of Corexit 9527 in Galveston, TX
1-330 gal. tote of Corexit 9527 in Lake Charles, LA
1-330 gal. tote of Corexit 9527 in Houma, LA 1-330 gal. tote of Corexit 9527 in Venice, LA 4,180 gallons of Corexit 9527 in Houma, LA

LOOP, LLC. Drill Planning (504) 363-9299
Director Liaison (504)363-9282

8,000 gal. of Corexit 9527 in 2,000 gal. tanks in Houma, LA
20,000 gal. of Corexit 9527 in 2,000 gal. tanks in Galiano, LA
17,300 gal. of Corexit 9527 in 2,000 gal. tanks in Forchon, LA

Clean Caribbean (954) 983-9880
30,000 gal., Airborne Dispersant Delivery System (ADDS-Pack) Corexit EC9500A in Fort Lauderdale, FL

NALCO ENERGY SVCS
Melinda Fikes (281) 263-7434
Quantity: 200 Drums (9500 Minimum) (800) 366-2526
500 Drums (Maximum) 9527 & 9500
Location: Sugarland, TX

Consultants

The O'Brien's Group (985) 781-0804

BIOREMEDIATION

The following sources can provide complete bioremediation service, including microbial and fertilizer products, application and monitoring equipment and the knowledge to develop a treatment plan:

Oil Mop, Inc., Belle Chase, LA (504) 394-6110
(800) 645-6671

Oppenheimer BioTechnology, Inc.
P. O. Box 5919 (512) 474-1016
Austin, TX 78763

9260.20 Trucking/Transportation Companies

TEAM WORLDWIDE TRUCKING (800) 338-2925

POC: Scott Gray
3340 Greens Rd
Houston, TX
(VOSS SHIPPING)

(281) 435-8786 (cell)
Fax: (281) 442-2192

9300 DRAFT IAP for WCD Scenario

DRAFT IAP to be developed. In the interim, for other IAP examples, reference: http://homeport.uscg.mil/ics/ Library > ICS > Forms.

9400 Area Planning Documentation

Maximum and Average Most Probable Discharges

Sub-working group IV of the Planning Working Group was tasked with scenario development and exercise planning. This sub-working group met on a monthly basis. The first task of this group was to gather statistics for marine casualties and oil/hazardous material spills on navigable waterways for the last five years. These statistics were gathered and studied to identify concentrations of casualties and spills throughout the South Texas coastal zone. From these studies the sub-working group determined three categories of spill scenarios as required by COMMANDANT NOTICE 16471: a most probable--discharge, a maximum most probable discharge, and a worse case discharge. Due to different logistical problems imposed in Brownsville, Corpus Christi, and Victoria, a vessel AND facility worst case scenario was identified for each one of these areas.

Worst Case Discharge

References:

(a) Regional and Area Contingency Plan Preparedness for a Worst Case Discharge, COMDT COGARD WASHINGTON DC, P 112024Z JAN 11.
(b) Charter for the Tiger Team Review of Regional and Area Contingency Plans to Identify Worst Case Discharge Preparedness Gaps, Memorandum from CG LANT-09
(c) Deepwater Horizon Incident Specific Preparedness Review, Final Report, January 2011

The Worst Case Discharge Working Group was established as a result of the Deepwater Horizon oil spill in April 2010. The Working Group first identified the oil production platform near shore that has the highest daily production rate. Then, the group identified the oil tanker with the largest oil capacity that has entered the Port of Corpus Christi.

9410 Introduction

Section 9400 of the ACP has been developed by the Corpus Christi Captain of the Port zone, in consultation with the South Texas Coastal Zone Area Committee, and is based on an assessment of all potential sources of discharges in this area meeting the provisions of 40 CFR 300.210(c) of the National Contingency Plan. The ACP is intended to be the fundamental element for building confidence that the plan addresses the necessary elements for planning a successful response within the area.

9420 Discharge and Release History

The table below provides an accurate account of WCDs that occurred in the South Texas Coastal Zone, including substantial oil spills or hazardous substance releases which caused elements of this plan to be implemented.

Record of WCD and Releases					
Date	**Location**	**Source**	**Product**	**Amount (bbls)**	**Responsible Party**
2006	Corpus Christi Inner Harbor	Valero West Plant	Waste Oil	3,397	Valero/Citgo
	Corpus Christi Inner Bar	CO315 ge			
2000	Harbor Boca Chica	CT	Raffinate	421	Cenac Tow
2008	South Jetties	F/V Rhianna	Marine Diesel	309	David Aparicio

V=Vessel, OSF=Offshore Facility, ONF=Onshore Facility, P=Pipeline

9430 Risk Assessment

A high probability exists for a WCD to occur anywhere in the South Texas Coastal Zone given the high volume of deep-draft vessels, the prevalence of oil and gas support vessels, offshore facilities (drilling rigs), oil and petrochemical terminals, and tug/tank barge composites. Additionally, the potential for severe weather increases the risk. Also reference Section 9430.0 and "Resources at Risk" page 169.

9430.1 Possible Sources of WCD

Possible sources of WCD in the South Texas Coastal Zone include offshore facilities, onshore facilities, pipelines, and refinery terminals as well as vessels carrying oil and hazardous substances.

9430.2 Spill History

For this report, the USCG MISLE data base and pollution reports (POLREPS) were analyzed for the Sector Corpus Christi COTP Zone. Data extracted involved all potential sources of spills within the area. A data pool of 630 Oil Pollution Cases and 13 Hazardous Substance Releases was analyzed for the period of 22NOV2006 through 21NOV2011based on current spill activity records.

Based on the analysis of this data, the most frequent product besides Unknown Oils reported spilled in the navigable waters was 110 cases of Diesel discharges with a total of 14011.5 gallons spilled.

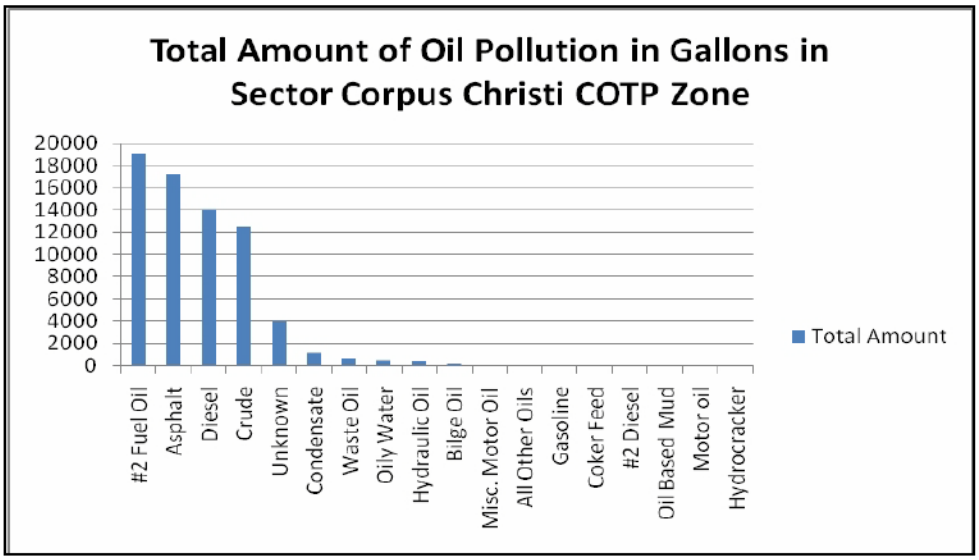
The most common product spilled is #2 Fuel Oil; 19,001 gallons in two incidents.

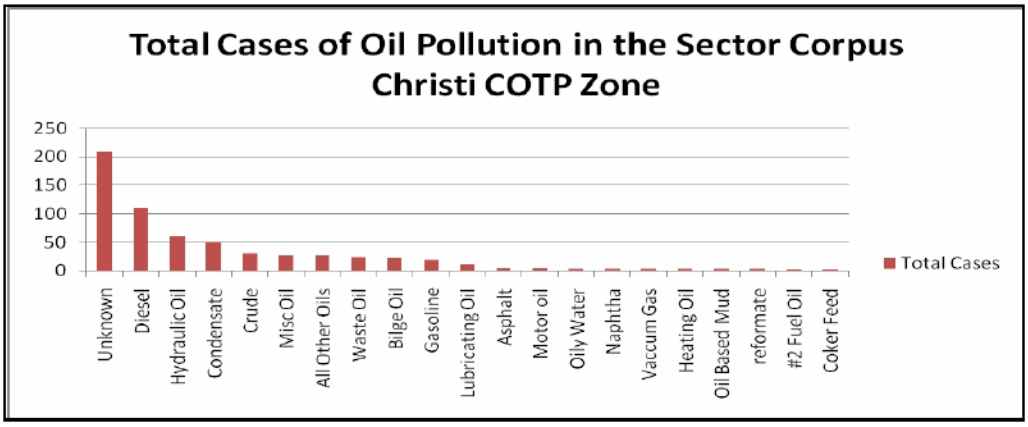
The primary source besides Unknown for Mystery Sheens with a total of 220 oil pollution cases and 4,571.7 gallons spilled was determined to be Facilities with a total of 143 cases a year and

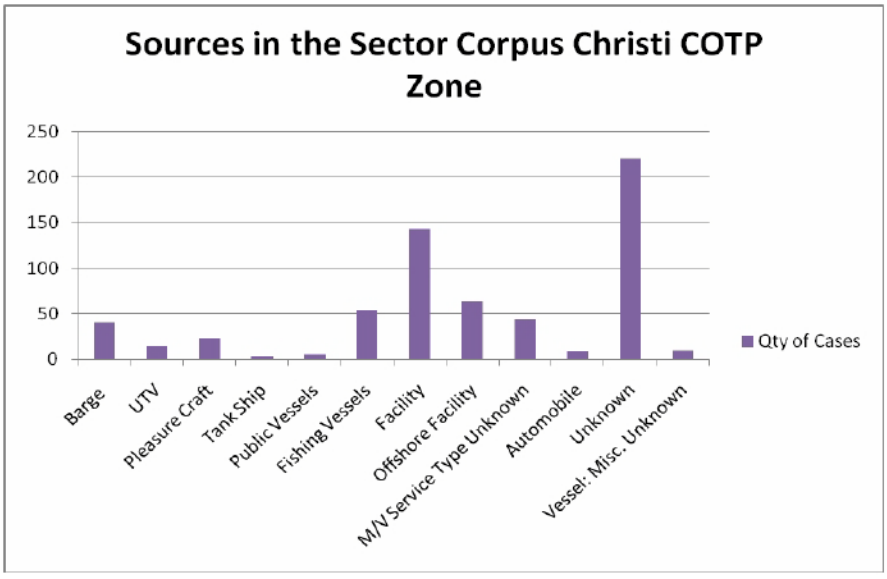
30,202.9 gallons of spilled oil in the analyzed period. Fishing Vessels are the second most contributing source of pollution with 54 Oil Pollution cases and a total of 23,424.35 gallons spilled.

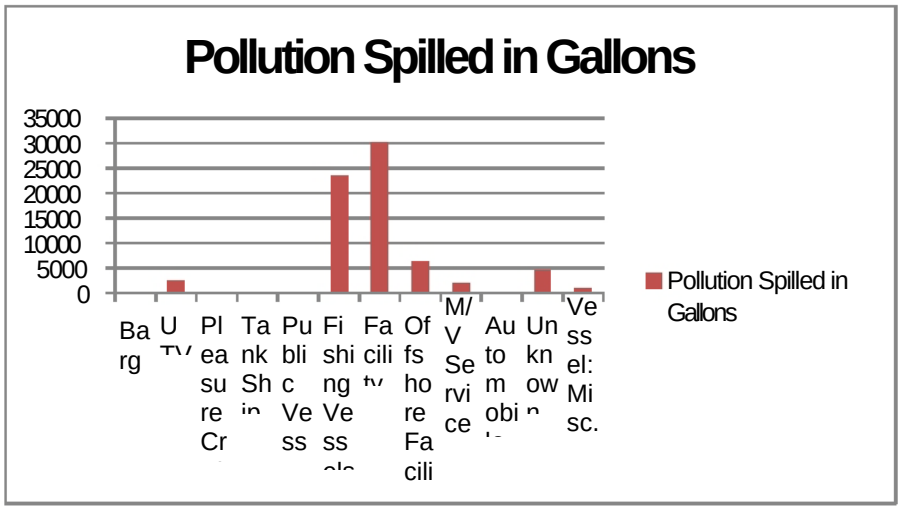
Below is the data for Oil Pollution in chart and graph form:

Source	Qty of Oil Pollution Cases	Pollution Spilled in Gallons
Barge	41	170.5
UTV	1523	2403
Pleasure Craft	35	38.4
Tank Ship	54	11
Public Vessels	14363	23.5
Fishing Vessels	44	23424.35
Facility	9	30,202.90
Offshore Facility	220	6182.72
M/V Service	10	1912
Type Unknown		22.85
Automobile		4571.7
Unknown Source		798
Vessel: Misc.		


Total Amount of Oil Pollution in Gallons in Sector Corpus Christi COTP Zone
20000
18000
16000
14000
12000
10000
8000
6000
4000
2000
0
#2 Fuel Oil
Asphalt
Diesel
Crude
Unknown
Condensate
Waste Oil
Oily Water
Hydraulic Oil
Bilge Oil
Misc. Motor Oil
All Other Oils
Gasoline
Coker Feed
#2 Diesel
Oil Based Mud
Motor oil
Hydrocracker
Total Amount


Total Cases of Oil Pollution in the Sector Corpus Christi COTP Zone
250
200
150
100
50
0
Unknown
Diesel
Hydraulic Oil
Condensate
Crude
Misc Oil
All Other Oils
Waste Oil
Bilge Oil
Gasoline
Lubricating Oil
Asphalt
Motor oil
Oily Water
Naphtha
Vaccum Gas
Heating Oil
Oil Based Mud
reformate
#2 Fuel Oil
Coker Feed
Total Cases


Sources in the Sector Corpus Christi COTP Zone
250
200
150
100
50
0
Barge
UTV
Pleasure Craft
Tank Ship
Public Vessels
Fishing Vessels
Facility
Offshore Facility
M/V Service Type Unknown
Automobile
Unknown
Vessel: Misc. Unknown
Qty of Cases



Below is the data for all of the Hazardous Substance Releases from the period 22NOV2006 through 21NOV2011:

Source	Hazardous Substance	Amount Released
Barge	Benzene	25 gallons
Facility	Sodium Hydroxide	1,000 lbs
Facility	Acetone Cyanohydrin	Unknown
Facility	Vinyl Chloride	1 lb 1
Facility	Vinyl Chloride	lb
Facility	Xylene	16 BBLS
Facility	Vinyl Chloride	1 lb 1
LPG Vessel	Vinyl Chloride	lb 1 lb
Tank Vessel	Vinyl Chloride	275 gallons
Unknown Source	Unknown	55 gallons 55
Unknown Source	Unknown	gallons 55
Unknown Source	Unknown	gallons
Unknown Source	Unknown	

9430.3 Vulnerability Analysis

The Corpus Christi Captain of the Port Zone includes many areas that are considered vulnerable for the effects of an oil spill. The potential effects of the spill could affect human health, property, and the environment. Information taken from real world events and spill trajectories has shown that WCD from any source could have a devastating effect on fish, wildlife, and sensitive environments in the area. The analysis shows that the following items could be vulnerable to the effects of a major oil spill in the area:

- Water intakes
- Businesses
- Residential areas
- Wetlands, marshes, and other sensitive environments
- Fish and wildlife
- Endangered flora and fauna
- Recreational areas
- Marine transportation systems
- Utilities
- Other areas of economic importance (beaches, marinas) • Historical sites

9440 Planning Assumptions

The probability of a WCD occurring in the area is low based on statistical analysis. However, the volume of vessels which transit the COTP zone, navigational hazards that exist, and the operational activities association with the transfer, handling, and storage of oil, along with activities associated with offshore oil and gas exploration within the area provide high consequence situations for a WCD. Factor in natural disasters such as hurricanes, and the likelihood of a major spill occurring in the area increases significantly.

9440.1 Planning Scenarios

Sub-working group IV of the Planning Working Group was tasked with scenario development and exercise planning. This sub-working group met on a monthly basis. The first task of this group was to gather statistics for marine casualties and oil/hazardous material spills on navigable waterways for the last five years. These statistics were gathered and studied to identify concentrations of casualties and spills throughout the South Texas coastal zone. From these studies the sub-working group determined three categories of spill scenarios as required by COMMANDANT NOTICE 16471: a most probable--discharge, a maximum most probable discharge, and a worse case discharge. Due to different logistical problems imposed in Brownsville, Corpus Christi, and Victoria, a vessel AND facility worst case scenario was identified for each one of these areas.

9440.2 Maximum Most Probable - Corpus Christi Area

TYPE OF SCENARIO: Vessel, M/V NORTH PACIFIC, allision with dock.

GEOGRAPHIC LOCATION: KOCH and Refinery Dock #3,

Corpus Christi, Inner Harbor.

LATITUDE: 27'49'00" LONGITUDE: 97'24'50"

VESSEL PARTICULARS:

FLAG: Singapore OFFICIAL NO: L8408416

LENGTH OVERALL: 806.7 feet (245.9 m)

BREADTH OVERALL: 140 feet (42.73 m)

GROSS TONNAGE: 58,858

NET TONNAGE: 32,409

DATE BUILT: 1986

PROPULSION: Diesel direct

INERTING SYSTEM: IGS utilizes flue gas

MAXIMUM DRAFT: 14.52 m , 47 feet

VESSEL CARGO: Beatrice crude, total capacity 763,521 bbls (121259 m3). Beatrice crude is a medium weight crude with a specific gravity of .83 and a pour point of 13 degrees Celsius.

DATE OF SPILL: 14 April 1993

TIDE CYCLE: Flooding (high tide at 0500 of 1.1 feet. Low at

1445 of 1.0 foot. (Hypothetical).

TIME: 0200

ONSCENE WEATHER: Visibility is clear, air temperature is 80

degrees, wind is out of the southeast, 10-12 knots.

TOTAL POTENTIAL OF OIL: 75,534 bbls (11,996 m3)

TOTAL AMOUNT OF OIL SPILLED: 15350 bbls (2439 m 3)

SOURCE OF SPILL: Number 6 port wing tank.

Maximum Most Probable Spill

Corpus Christi

T/V NORTH PACIFIC

L8408416

TANK CAPACITIES

Tank	Amount bbl
lct	73500 78695
2 ct 3	78695 78895
ct 4 ct	78895 78895
5ct	
6 ct	

7 ct 73080

1 P+S 33410 48094

2 P+S 48925 75534

4 p+S 17523

6 P+S

Slop P+S

Total 763521 bbl

Amount ml

11673 ml 12498

ml 12498 ml

12498 ml 12498

ml 12498 m

11803 ml

5306 ml 7838 ml

7770 ml 11998 m

2783 ml

Total 121259 ml

*Note: 3 p+s and 5 p+s are ballast tanks.

9440.3 Maximum Most Probable - Port Lavaca Area

TYPE OF SCENARIO: Collision between the T/B 2702 and T/B 960.

GEOGRAPHIC LOCATION: GICW, adjacent to the Aransas Wildlife Refuge, near Port Lavaca, Texas.

LATITUDE: 28'10'30" LONGITUDE: 96052'30"

VESSEL NO 1 PARTICULARS:

NAME: T/B 2702

FLAG: US OFFICIAL NO: D514271

LENGTH OVERALL: 290 feet (88.3 m)

GROSS, TONNAGE: 1634 NET TONNAGE: 1634

DATE BUILT: 1968

PROPULSION: N/A

VESSEL I; ARGO: No. 6 oil, total capacity of 27,185 bbls

(See vessel diagram for layout and capacity of cargo tanks).

VESSEL NO 2 PARTICULARS:

NAME: T/B 960

FLAG: US OFFICIAL NO: D586740

LENGTH OVERALL: 195 feet (59.4 m)

GROSS TONNAGE: 774 NET TONNAGE: 774

DATE BUILT: 1977

PROPULSION: N/A

VESSEL CARGO: Benzene, 10,500 bbls (1168 m3).

DATE OF SPILL: 10 December 1993

TIME: 0200

TIDE CYCLE: Ebbing, Low tide is at 0759 at -.5 ft, and next high is at 1559 at 1.4 feet, see tidal data to this Section.

ONSCENE WEATHER: Visibility is clear, air temperature is 50 degrees, wind is out of the northeast, 15 knots.

TOTAL POTENTIAL OF OIL: 2718 bbls (432 m3)

TOTAL AMOUNT OF OIL SPILLED: 1000 bbls (158.9 m 3)

SOURCE OF SPILL: Number 2 port cargo tank on T/B 2702

Collision of T/B D.T. 2702 and DM 960 at Aransas Wildlife Refuge.

T/B 2702 - Total Capacity: 27185 bbls

T/B 960 - Total Capacity: 10,500 bbls

9440.4 Average Most Probable

The average most probable spill was determined to be 75 gallons (0.28 m) of an oil product.

a. The Discharge.

(1) The average most probable spills are most likely to occur at a facility while transferring to a vessel. Most of the commercial facilities in Corpus Christi are located in the inner ship channel, although several other large facilities do exist in outlying areas such as Koch Gathering System located in Ingleside, and American Petrofina Pipeline Company in Aransas Pass. All the large commercial facilities in Brownsville are located in the Port of Brownsville. The main commercial facilities that transfer oil products for this area are Citgo, Statia, and Itapco. Port Lavaca has only one major facility that handles oil products on a regular basis, Carbide Graphite, located in the Victoria Barge Canal, the rest handle hazardous materials. Other frequent spills are from fishing vessel casualties such as vessels taking on water that have to pump water and oil to save the vessel, or eventually discharge oil when they sink or run

aground. Additionally, although a majority of the spills identified in the spill statistics are mysteries, these are often due to fishing vessels and recreational vessels pumping bilges or overfilling fuel tanks at fueling facilities and not reporting them to the proper authorities.

(2) Any average most probable spill that occurs at a facility in general, should not be a problem to contain and cleanup. Commercial facilities are required to have the initial capabilities to respond with containment boom, adsorbents, and personnel to any spill within one hour (whether it's on the behalf of the facility or if under agreement, on behalf of the vessel). Vessels are required to have equipment to respond to an average most probable spill (50 bbls as required by vessel response plan regulations, 33 CFR Part 155) within a two-hour period.

(3) Any average most probable spill that is cleanable and is not claimed by a responsible party, or is not being properly cleaned up by a responsible party, will be taken over by the government and cleaned up by a commercial pollution response company utilizing State or Federal funds. There are seven oil spill cleanup organizations within the South Texas zone. For the Corpus Christi area, Corpus Christi Area Oil Spill Control Association is the most convenient contractor and can respond to any average most probable spill in the area within an hour or so depending on the distance from the inner harbor area. Brownsville has one local pollution contractor, Marine Services, who can also respond to a spill within an hour during the day and within two hours after hours. Port Lavaca does not have any contractors in the immediate area. Spill Response Inc. in Edna, and Ryan Environmental in El Campo, are usually contracted to respond to spills in the Port Lavaca area and usually take several hours to respond.

(4) Spills that occur in the inner ship channels within the zone can easily be contained and do not directly endanger sensitive areas if quickly and properly contained. Spills that occur in the GICW will pose the greatest threat to the environment. Wildlife habitats and breeding areas will vary with the season and have to be addressed accordingly.

b. On May 27 at 0200 a barge loading reduced crude oil at Koch Gathering Systems, Ingleside, overfills a tank and spilled 75 gallons of oil into the Corpus Christi Ship Channel. The winds are southeast 10-15 knots and the tide is ebbing. Koch has 3,000 feet of boom available, however, does not have a pollution response agreement with the barge company therefore the local co-op, Corpus Christi Area Oil Spill Cleanup Association (CCAOSCA), is called out to respond.

c. Initial Actions.

(1) Notification. U.S. Coast Guard Sector Corpus Christi is notified via telephone by the facility dock man at 0215. Pertinent state agencies are notified at 0220.

(2) Activation of Response. A Coast Guard Pollution Responder, a Marine Casualty Investigator, and a Texas General Land Office (TGLO) Pollution Investigator are dispatched and arrive on-scene at 0315. CCAOSCA is called out and arrives at the same time as the CG and TGLO and immediately starts deploying 1000 feet of boom in an attempt to contain any oil around the barge.

(3) Needed information.

(a) Tide, current, and weather. Initial information would be obtained from the tug captain on-scene, which would be later verified by response personnel. Weather shall be obtained from the local weather service.

(b) Sensitive areas. Sensitive areas need to be protected. In a spill such as this, the southeastern end of Ingleside, south of Redfish Cove has been identified for protection and needs approximately 500 feet of protective boom used to deflect oil from traveling into Redfish Cove. Texas Parks and Wildlife and U.S. Fish and Wildlife should be consulted for expert advice and seasonal considerations that may not be covered in this plan.

(c) What caused the spill? The Coast Guard Investigating Officer would be tasked to conduct a full investigation to determine as to what occurred to cause the tank to overfill.

(4) Response organization. This spill will be handled as a routine response by the Sector Corpus Christi and TGLO. For Sector Corpus Christi, a Pollution Responder with FOSC representative qualifications would respond to the scene along with a Marine Casualty Investigator. The Sector Corpus Christi IMD Division chief would be called into the office to handle administrative matters in requesting Federal funds for the response and act as the information liaison to the FOSC and to other State agencies. The Coast Guard will work side by side with the TGLO representative (SOSC) in assessing the area and making recommendations to the FOSC.

(5) Resource requirements.

(a) Equipment. Shallow water boats (1-2 boats should suffice), 1500 foot of 18 inch fixed containment boom, 1 vacuum truck, adsorbent containment boom, and adsorbent pads. Consider using a CG small boat or TGLO boat to assess the area covered by the spill.

(b) Personnel. USCG: FOSC representative, Marine Casualty Investigator, Chief, IMD, and possibly a boat crew. TGLO: Duty response person. Other: Representative from Texas Parks and Wildlife (TPWD) and or U.S. Fish and Wildlife.

(6) Available resources. Response resources will be local pollution cleanup contractors such as CCAOSCA who could respond with boats and equipment to the area within 1 hour and 15 minutes. No other resources or sources of procurement should be necessary.

(7) Shortfalls.

(a) Equipment. None, CCAOSCA can easily and effectively address a spill such as this without any logistical problems. The facility, Koch Gathering Systems, also has boom and a boat ready to respond if necessary.

(b) Personnel. If Koch Gathering Systems responds, getting personnel on-scene to deploy equipment after hours may be a problem in that personnel would not be readily available and would have to be called in. All other personnel resources should be adequate.

(c) Funds. If a spill such as this was federalized, may cost up to $5,000 to clean it up- Federal and state funding is not a problem.

(d) Minimum response times. For response personnel on-scene - 30 minutes to an hour are depending if during working hours or if after hours. For pollution cleanup contractors - 1 hour 15 minutes.

(e) Location and identification of resources. As identified above.

(8) Time to clean up the spill.

(a) Mechanical cleanup only. 12-72 hours.

(b) Mechanical combined with other options. The only option is the "do-nothing" response and letting nature handle the spill with natural cleansing. This could take months.

(9) Disposal options. If oil is mechanically picked up it will be with a vacuum truck and adsorbent pads and booms. Any local refinery can process the oil recovered in the vacuum truck. The adsorbent materials will have to be disposed of properly as solid hazardous waste. Pollution cleanup contractors hired to respond to the spill will be responsible for disposing of the recovered oil and contaminated materials in accordance with State and Federal laws.

(10) Criteria for terminating the cleanup. A joint decision will be made with the FOSC, SOSC, natural resource trustees, and the responsible party.

9450 Planning Scenarios Worst Case Discharge

Given the applicable conditions described in Sections 9450.1 - 9450.3, the MMPD's, and AMPD volumes from all potential sources is calculated and listed in the table below. The Worst Case Discharge volume is based upon the largest foreseeable discharge in adverse weather conditions. The MMPD and the AMPD scenario volume is calculated based on a fixed number established for an offshore facility, an onshore facility/pipeline/marine terminal, or a percentage of the WCD scenario rate for each potential source. For tank and non-tank vessels, the MMPD and the AMPD scenario volume is calculated based on a fixed number, a percentage of the cargo capacity, or the cargo transfer rate.

Therefore, the MMPD and the AMPD spill volume from an offshore facility or onshore facility/pipeline/marine terminal is calculated as:

1. 1,200 barrels or 10% of the WCD volume when calculating the MMPD. 2. 50 barrels or 1% of the WCD volume when calculating AMPD.

The MMPD and the AMPD spill volume from a tank/non-tank vessel is calculated as:

1. 2,500 barrels with a cargo capacity greater than or equal to 25,000 barrels, or 10% of cargo capacity when calculating the MMPD.
2. The lesser of 50 barrels or 1% of cargo from the vessel during cargo transfer operations when calculating the AMPD.

Discharge Volume Scenarios

Potential Source	WCD (bbls)	MMPD (bbls)	AMPD (bbls)
Offshore Facility	15,475.2	1,547.52	154.752
Onshore Facility/Pipeline/Marine Terminal			
Tank/Non-tank Vessel	754,380	75,438	7,543.8

9450.1 Offshore Facility WCD Scenario

Within ten miles of the South Texas coastline, Matagorda Island 629, Platform A, operated by SABCO Operating Company, was selected for the WCD scenario based on criteria set forth by 30 CFR 254.47. The WCD volume at the initial incident is 15,745.2 barrels of crude oil with an API gravity of 24-degrees. A WCD discharge from this platform could result from an uncontrolled well blowout, a break in a departing lease pipeline, combined with a discharge of all the oil in the facility's storage tanks and piping system.

A spill trajectory created by the BOEM Oil Spill Risk Analysis Model (OSRAM) indicated a 30-percent probability of impact to the shoreline of Calhoun County, TX, 20-percent probability of impact to Aransas County, and a 14-percent probability of impact to Matagorda County. The counties of Cameron, Willacy, Kenedy, Kleberg, and Nueces may also be impacted by oil (less than 10% probability). ADIOS weather modeling determined that 33-percent (5,107 barrels) of the crude oil would evaporate and/or disperse within 24 hours, with 10,368.2 barrels remaining. The daily discharge rate is 472 barrels per day. WCD planning considers 30 days of continuous, uncontrolled discharging from a platform. In this scenario, an estimated 29,163.2 barrels will discharge over the 30 days.

Offshore Response

To respond to a spill of this magnitude, a variety of resources (equipment and personnel) are necessary to carry out an array of oil recovery methods and alternative response techniques (dispersants and in-situ burn). If aerial dispersants are applied on the first day, eight sorties (9,600 gallons of dispersants) from two DC-3 aircraft should disperse approximately 4,114 barrels of the 10,368.2 barrels remaining post-evaporation/natural dissolution on day one. If weather conditions permit, in-situ burn may be a viable option to remove oil from the surface. Based on the efficaciousness of in-situ burn during Deepwater Horizon, up to 5-percent (774 barrels) of the total daily Worst Case Discharge volume could be burned.

Offshore response strategies outside alternative response techniques that could be employed include collection of condensate with sorbent boom inside hard boom, attempting to skim utilizing the OSRV ADMIRAL and OSRB VALIANT, with a total skimming capacity of 48,000 barrels. Temporary storage associated with skimming equipment equals 21,192 barrels. If additional storage is needed, eight portable barge sets (totaling 1,904 barrels of storage) may be mobilized.

Safety is the priority. Prior to commencement of containment and skimming activities, air monitoring will be completed, thus air monitoring equipment is a priority resource consideration.

Nearshore Response

Shoreline protection would include the use of NRCC's nearshore and shallow water skimmers with a total skimming capacity of 14,832 barrels. Temporary storage affiliated with these skimming systems equals 400 barrels. If additional storage is required, nine portable barge sets (totaling 2,142 barrels of storage) and three Canflex bladders (totaling 300 barrels of storage) may be mobilized. Onshore response may include the deployment of shoreline boom on beach areas, or protection and sorbent boom on vegetated areas. Sabco Operating Company can deploy 19,200 feet of 18-inch shoreline boom. Strategies would be based on surveillance of the oil behavior and real time trajectories that depict areas of potential impact based upon actual sea and weather conditions.

Equipment and Personnel Requirements

SABCO Operating Company has access to the following equipment and personnel based on their OSRP:

OSRO Personnel	Supervisor	Equipment Operator	Supervisor	Industrial Hygienist	Other
American Pollution Control (AMPOL)	45	10	16	–	12
Garner Environmental Services	50	50	8	–	45
Oil Mop, Inc.	40	25	12	1	–
US Environmental Services	150-200	22	15	1	–
Total Available Personnel	***285-335***	***107***	***51***	***2***	***57***

Equipment	Qty	EDRT	Stor Capa	VOS	Pers Requir
OSRV ADMIRAL (Galveston, TX)	1	–	300	–	–
OSRB VALIANT (Aransas Pass, TX)	1	–	20,892	–	–
Offshore Portable Barge Set (238 bbls)	8	–	1904	–	0
Nearshore Portable Barge Set (238 bbls)	9	–	2142	–	0
Canflex FCB-43E Bladder (100 bbls)	3	–	300	–	–
4-Band Rope Mop + 100 bbl Tank	1	1509	100	1 Utility	4
8-Band Rope Mop + 100 bbl Tank	1	2283	100	1 Utility	4
Vikoma Cascade + 100 bbl Tank	2	11,040	200	1 Utility	4
42-inch Auto Boom	9,000-ft	–	–	6 Crew	12
42-inch Auto Boom	4,000-ft	–	–	8 Crew	16
18-inch Shoreline Boom	19,200-ft	–	–	–	6

Section 3231 lists the response equipment available in the Corpus Christi COTP Zone. Additional OSRO equipment available can be found in the National Strike Force Coordination Center's Response Resource Inventory.

OSRO Personnel	Spill Technician	Equipment Operator	Supervisor	Industrial Hygienist	Other
Anderson	4	4	2	--	--
Corpus Christi Area Oil Spill Control Association (CCAOSCA)	6*	6*	6*	--	--
Marine Spill Response Corporation (MSRC)	6	6	6	--	--
Miller Environmental	75	35	20	--	--
Total Available Personnel	***91***	***51***	***34***	***0***	***0***

*The Corpus Christi Area Oil Spill Control Association has six full-time employees who are Spill Response Technicians, Equipment Operators (vacuum truck, skimming vessel, skimming systems), and are Supervisors. CCAOSCA utilizes personnel and equipment from Veolia Environmental Services, L.K. Jordan and Labor Ready for additional technicians and laborers when needed.

Based on the Worst Case Discharge Preparedness Working Group's planning scenario and determined response strategies to the projected impacted areas, the equipment needed to respond to Matagorda Island 629, Platform A, operated by Sabco Operating Company was evaluated and compared to the OSRO equipment available to Sabco as per their OSRP and the OSROs within the Corpus Christi COTP Zone.

Equipment / Personnel Type	SABCO / SABCO Contracted Equipment	OSRO Equipment Available in Corpus Christi COTP Zone	Equipment Necessary for Response	Equipment Gaps
Boom ≤ 20"	19,200-ft	215,380-ft	24250-ft	–
Boom 21" - 30"	–	2,700-ft	5600-ft	(2,900-ft)
Boom > 30"	4,000-ft	10,000-ft	5000-ft	–
Skimmers (Barge, Shallow Water, Portable, Offshore)	4	65	26	–
Skimmer Storage Capacity (bbls)	400	433		–

Response Boats	2	27	70	(41)
Response Boat Capacity (bbls)	48,000	58,089		--
Barges (Offshore, Deck, Inland)	17	17	18	--
Barge Storage Capacity (bbls)	4046	538,466		--
Temporary Storage Devices	3	1,286	136	--
Temporary Storage Capacity (bbls)	300	344,582	--	--

Response Personnel	SABCO/SABCO contracted Response Personnel	OSRO Available Personnel	Need	Gaps
Supervisors	51	34	85	--
Responders/Spill Technicians	285-335	91	1055	(629-679)
Operators	107	51	161	(3)

Resources at Risk

Information on the Environmentally Sensitive Areas in the South Texas Coastal Zone can be located at: http://wwwdb.glo.state.tx.us/oilspill/Atlas/atlas/acp/corpus/ccindex.pdf

Unified Command

In the event of a Worst Case Discharge, at a minimum, a Unified Command will be established with the Responsible Party (Sabco), the Federal On-Scene Coordinator, and State On-Scene Coordinator.

Sector Corpus Christi identifies its members who staff the Incident Command Post in the Crisis Staffing Procedure, SECCORPINST 1601.6 (series).

Planning Gaps

The following gaps were identified:

- SABCO Operating Company, according to their Oil Spill Response Plan, utilizes Oil Spill Response Organizations within the Houston-Galveston Captain of the Port Zone. Based on the location of the platform, Corpus Christi and Victoria based OSROs will likely be able to be on-scene earlier than Houston area-based equipment.
- With regards to equipment and response personnel, estimates were determine based on strategies the Working Group members determined they would employ during such an event. Weather, fate of oil, trajectories, oil spill response experience, local knowledge, etc., during an actual event may yield different results. Additionally, new Site Specific Response Plans (i.e. ICS-204s) are continually under development with the most current and detailed information.
- The rate at which disposal facilities could accommodate the recovered oil was not examined in this scenario.
- The storage capacity of skimmers and barges was not determined by the Working Group when discussing response strategies.
- Equipment Shortages:
    - o Response Boats: Response boats are necessary to place boom, conduct offshore recovery, and transport personnel. Response boats will need to be procured from other COTP zones.
    - o 21"-30" Boom: Mid-sized boom will need to be procured from other COTP zones or purchased to carry out certain response strategies.
- Personnel Shortages:
    - o The number of oil spill responders and technicians is grossly inadequate. To compensate, personnel from outside South Texas, will be required to most effectively respond to a Worst Case Discharge. 1,055 personnel may not be necessary, however, as the same responders can implement protective and response strategies in several locations, not remain at one response site throughout the entire incident.

9450.3 Tank/Non-tank Vessel WCD Scenario

Type of Scenario	Tank Vessel (T/V) allision with Port Aransas jetties during adverse weather; ran aground and broke apart with an immediate discharge of its entire contents.
Geographic Location	Just inside Port Aransas Jetties on the North side.
Latitude/Longitude	27 50' 37.39"N 097 03' 24.02" W
Vessel Particulars	*Type:* Petroleum Oil Tank Ship *Length Overall:* 274.26 meters/899.6 feet *Beam:* 48.04 meters *Draft:* 16.23 meters

	Gross Tonnage: 81,151 metric tons
Vessel Cargo	Escravos Crude Oil; API: 33.2; Pour Point: minus 3°Celsius (26.6°Farenheit); Viscosity: 5.2 cSt at 30°C (86°F)
Date/Time of Incident	December / 16:56
Tide Cycle	Incoming Tide
On-Scene Weather	Variable winds 15-25 knots from the NE switching E
Amount of Oil Spilled	Entire capacity post-lightering for Port entry; 754,380 barrels

The fate and behavior of a spill of light crude oil will depend on the conditions at the discharge time. Crude oils can vary widely by origin, but based on the specifics provided for this discharge scenario, approximately 50 percent may be lost to evaporation and dissolution and an estimated 11% may be naturally dispersed. The soluble fraction in crude oil contains some of the more acutely toxic components. For a surface release of fresh oil, it expected that the oil will form extensive slicks that would be subject to evaporation, emulsification, and other weathering processes. When stranded on the shoreline, the oil will coat animals and intertidal habitats. If the stranded oil is relatively fresh and of low viscosity, it will readily penetrate porous sediments. Over time, the floating oil will weather and become more viscous. Impacts from weathered oil are associated with smothering and long-term sediment contamination.

Response Tactics

Use pre-approved ICS-204 Geographic Response Plans where available; modify as necessary to meet weather conditions, oil fate, and trajectory.

Near shore response may include the deployment of shoreline, protection and/or sorbent boom. Cascade booming strategies may be required due to velocity of water in channels along with collection points to capture spilled products. Strategies would be based on surveillance of the oil behavior and real time trajectories that depict areas of potential impact based upon actual sea and weather conditions.

Reference Sections 3230 and 4630.

Equipment and Personnel Requirements

Section 3231 lists the response equipment available in the Corpus Christi COTP Zone. Additional OSRO equipment available can be found in the National Strike Force Coordination Center's Response Resource Inventory.

OSRO Personnel	Spill Technician	Equipment Operator	Supervisor	Industrial Hygienist	Other
Anderson	4	4	2	--	--
Corpus Christi Area Oil Spill Control Association (CCAOSCA)	6*	6*	6*	--	--
Marine Spill Response Corporation (MSRC)	6	6	6	--	--
Miller Environmental	75	35	20	--	--
Total Available Personnel	***91***	***51***	***34***	***0***	***0***

*The Corpus Christi Area Oil Spill Control Association has six full-time employees who are Spill Response Technicians, Equipment Operators (vacuum truck, skimming vessel, skimming systems), and are Supervisors. CCAOSCA utilizes personnel and equipment from Veolia Environmental Services, L.K. Jordan and Labor Ready for additional technicians and laborers when needed.

Based on the Worst Case Discharge Preparedness Working Group's planning scenario and determined response strategies to the projected impacted areas (as per NOAA trajectory), the equipment needed to respond to a WCD from T/V GENMAR ARGUS was evaluated and compared to the OSRO equipment within the Corpus Christi COTP Zone.

Equipment / Personnel Type	OSRO Equipment Available in Corpus Christi COTP Zone	Equipment Necessary for Response	Equipment Gaps
Boom ≤ 20"	215,380-ft	100,000-ft +	--
Boom 21" - 30"	2,700-ft	2,700-ft	
Boom > 30"	10,000-ft	5,000-ft	--
Skimmers (Barge, Shallow Water, Portable, Offshore)	65	100+	35+
Skimmer Storage Capacity (bbls)	433		--

Response Boats	27	100+	73+
Response Boat Capacity (bbls)	58,089		–
Barges (Offshore, Deck, Inland)	17	15	–
Barge Storage Capacity (bbls)	538,466		–
Temporary Storage Devices	1,286	250	–
Temporary Storage Capacity (bbls)	344,582	–	–

Response Personnel	Onhand	Need	Gaps
Supervisors	34	75+	41+
Responders/Spill Technicians	91	500+	409+
Operators	51	200+	149+

Resources at Risk

Shoreline Resources at Risk

The Aransas Bay shoreline of San Jose Island is composed of salt marshes, exposed tidal flats, sheltered tidal flats with vegetated margins, and some fine-grained sand beaches. The bay sides of Mustang and Padre Islands is composed of sheltered and exposed tidal flats, fine-grained sand beaches, and sheltered manmade structures. The GOM sides of San Jose, Mustang, and Padre Islands are composed of fine-grained sand beaches. The Harbor Islands are composed of mangroves, salt marshes, sheltered and exposed flats, and manmade structures.

Manmade structures occur amongst tidal flats along the mainland (e.g., Rockland and Aransas Pass) shoreline. Manmade structures are also prolific along the Aransas Pass including the jetties. Live Oak Peninsula shorelines are composed of sand-shell substrate, manmade structures, tidal flats, small areas of salt marsh, and some low vegetated banks. Encinal Peninsula is primarily composed of manmade structures. Oso Bay and Creek are lined with tidal flats.

Redfish Bay, Corpus Christi Bay, South Bay have numerous islands composed of tidal flats with some sand-shell substrate, salt marshes, spoil islands. There are extensive shallow seagrass flats throughout the bays. Laguna Madre Islands are composed of spoil deposits and exposed tidal flats.

Marshes and mangroves are the most sensitive shoreline types in the area. Oil adheres readily to intertidal vegetation. The band of coating will vary widely, depending on the amount of oil that strands and the length of time oil persists. The heaviest oiling is expected along the mangrove/marsh fringe. If there is a berm inside the mangrove forest, oil tends to concentrate at the berm sediments or accumulated wrack/ litter, causing increased impacts in this area. Oil can be trapped in pneumatophores of black mangroves.

Oil does not usually adhere to the surface of exposed or sheltered tidal flats, but rather moves across the flat and accumulates at the high-tide line. Deposition of oil as sheen or tarballs on the flat may occur on a falling tide. Oil will not penetrate the water-saturated sediments, but could penetrate burrows and mud cracked sediments of sheltered tidal flats.

Manmade structures (exposed and sheltered manmade structures, riprap): Oil adheres readily to rough surfaces. Deep penetration of oil between riprap boulders is likely. If is the structures are left uncleaned, the oil may cause chronic leaching. The lower intertidal zone usually stays wet (particularly if algae covered), preventing oil from adhering to the surface. In sheltered areas, oil can accumulate around the high tide line, forming a distinct oil band. In exposed areas, wave reflection can keep oil away from hardened shorelines.

Light oil accumulations will be deposited as oily swashes or bands along the upper intertidal zone of sand and shell beaches and spoil materials. Heavy oil accumulations will cover the entire beach surface; oil will be lifted off the lower beach with the rising tide. Maximum oil penetration is about 10 cm in fine-grained sediments and 20 cm in coarse-grained sediments.

Biological Resources at Risk

The spill scenario is designed to be a winter event, but year round seasonality is included for biological resources to capture migratory season changes and/or use of this document for reference.

Threatened and Endangered Species

Piping plover (federally/state threatened (FT/ST) winter (September-April) on North Talley Island and Turtle Bayou, at the North end of Big Bayou, on Hog Island and south of Hog Island, east of Aransas Channel, South Lydia Ann Island, Middle Pass, along the shores of GOM and San Jose Island, islands in Redfish Bay, Harbor Island, north of Aransas Pass, south of Holiday Beach, flats and islands north of Mustang Beach landing strip, spoil islands and shorelines along Corpus Christi Channel and La Quinta Channel, Ingleside Point, Dagger Point, Redfish Cove, ICWW, Pelican Island, Sunset Lake area, Corpus Christi Bay shoreline NE of Indian Point, SW of Portland, spoil island north of JFK Causeway, shifting sands west of Newport Pass, west of Corpus Christi Pass, west of Padre Island, south of Newport Pass, GOM shoreline of Mustang and Padre Islands, eastern mouth of cut across Mustang Island, flats south of Croaker Hole, NW of Croaker Hole, GOM beachfront, shoreline of northern Oso Bay and Eastern Laguna Madre, flats west of Ward Island, shoreline of Ward Island, marsh west of Ward Island, south of Ocean Bridge Drive, and in the cove northeast of Flour Bluff.

Brown pelicans (state endangered) nest as part of a large wading bird rookery on Pelican Island in Corpus Christi Bay.

Sea turtles commonly found in GOM waters and bays include: juvenile greens (year round, FT/ST); hawksbills (April-October, FE/SE) in coastal and deep waters, beaches, and on reefs; Kemp's ridleys (March-November, juveniles all year, FE/SE) in shallow coastal waters, bays, and passes; leatherbacks (all year, FE/SE) offshore and occasionally in passes; and loggerheads (all year, FT/ST) offshore, large bays, and passes. Lydia Ann Channel area provides important habitat for Kemp's, greens, and hawksbills.

Other Birds

Some high priority areas for birds include:

Islands (wading birds, shorebirds, diving birds, gulls and terns) - Talley Island, Traylor Island, Shellbank Island, islands in Redfish Bay, Harbor Island, Hog Island, island south of Corpus Christi Bayou, Pelone Island, island in East Flats, spoil islands along ICWW, islands in Redfish Cove and Dagger Island, Shamrock Island, the island south of Corpus Christi Channel at Port Ingleside, island west of Ransom Island, Mustang Island dunes, island under Nueces Bay Causeway, spoil islands south of JFK Causeway, northernmost spoil islands east of ICWW, spoil island north of JFK Causeway, and Humble Channel spoil islands.

Open water (waterfowl, diving birds, gulls and terns) - Seasonal loon and waterfowl habitat occurs in open waters of Aransas Bay (Oct.-Apr.). Oso Bay is important for waterfowl from Oct.-Apr. Other important waterfowl/diving bird habitats occur north of Big Bayou, in Turtle Bayou, in Corpus Christi Bay, in Aransas Channel and east, in the impounded area east of Port Arthur, in Redfish Cove and Bay, in cuts to the ICWW, ICWW and water south of Demit Island, Laguna Madre, north of JFK Causeway, water east of Crane Island, waters surrounding Shamrock Island, creek crossed by South Padre Island Drive, and Boat Hole.

Tidal flats, beaches, and shorelines (shorebirds, wading birds) - Texaco Star Enterprises canals (2 rookeries), Quarantine Shore, shoreline north of Aransas Pass and south of Holiday Beach, flats southwest of Coyote Island, flats and islands north of Mustang Beach landing strip, Salt Island and flats east of it, flats between Pelone Island and Mustang Beach landing strip, flats north and west of Coyote Island, Corpus Christi Bay shoreline, Shamrock Point, flats south of Atlantic Cut, Port Aransas Causeway, flats around Crane Island, flats west of Newport Pass and west of Corpus Christi Pass, GOM beachfront, east bank of ICWW south of JFK Causeway, east of Rodd Road south of Sunshine Cemetery, and Kennedy Causeway.

Species commonly encountered in coastal Texas include:

- Shorebirds: American avocet (winter), American oystercatcher (year round, summer nesting), black-bellied plover (spring-fall), black-necked stilt (winter, summer breeding), dunlin (fall-spring), long-billed curlew (spring-fall), dowitchers (spring-fall), sandpipers (fall-spring), whimbrel (fall-spring), willet (year round), yellowlegs (fall-spring), ruddy turnstone (fall-spring).
- Waterfowl (fall-spring): coot, wigeon, bufflehead, canvasback, common goldeneye, gadwall, greater scaup, lesser scaup, loons, mallard, mergansers, pintail, redhead, ring-necked duck, ruddy duck, snow goose, shoveler.
- Wading birds (most year round): black-crowned night-heron, cattle egret, great blue heron, green-backed heron, little blue heron, reddish egret (winter), roseate spoonbill, tricolored heron, yellow-crowned night-heron.
- Diving birds/gulls and terns (most year round): black skimmer, black tern, brown pelican, Bonaparte's gull, Caspian tern (nests in spring), double-crested cormorant, Forster's tern

(winter), gull-billed tern, laughing gull, least tern, olivaceous cormorant, ring-billed gull, royal tern, sandwich tern, white pelican.

All birds are at significant risk of oiling from a light crude oil. At greatest risk are those who spend most of their time on the water surface, such as pelicans and waterfowl. Direct oiling of birds reduces the buoyancy, water repellency, and insulation provided by feathers, and may result in death by drowning or hypothermia. Preening of oiled feathers may also result in the ingestion of oil, resulting in irritation, sickness, or death. Gulls and terns do not appear to avoid oil while feeding in nearshore area. During the nesting season they could bring oil back to the nests, as could wading birds oiled by direct contact with contaminated marsh vegetation. Direct mortality rates are generally less for shorebirds because they rarely enter the water. Shorebirds, which feed along shoreline habitats where oil strands and persists, are at higher risk of sublethal effects from either contaminated or reduced population of prey.

Fish and Invertebrates

Critical nursery areas for fish and inverts occur in the following areas within the potential spill impact zone: Harbor Island north of Aransas Channel, west of Lydia Channel, Pelone Island, island in East Flats, flats around Coyote Island, Corpus Christi Bay, north of Donnel Point, ICWW and cuts, west of Ransom Island, Dagger Point and Island, Redfish Cove and Bay, Harbor Island east of Morris and Cummings Cut, south of Corpus Christi Channel, shallow water north and south of Shamrock Island, flats south of Atlantic cut, northwest of Sunset Lake, spoil bank east of Donnel Reef, flats south of Gum Hollow, flats around Cove Harbor, The Cove and south, flats northwest of Turtle Bayou, Aransas Bay, Lydia Ann Channel, north of Big Bayou, canals of Palm Harbor and City by the Sea, flats east and south of Kosmos, south of Hog Island, Aransas Channel, flats surrounding Lydia Ann Island, Middle Pass, western shore of San Jose Island, Mud Island shores, Conn Brown Harbor and Turning Basin area, between Port Aransas Causeway and Aransas Channel, flat east of Port Bay, Redfish Bay west of Stedman Reef, open water and flats south of Aransas Pass airport runway, ICWW, Laguna Madre, water south of Demit Island, flats around Crane Islands, flats east of ICWW, waters around Kennedy Causeway, flats west of Newport Pass and west and south Corpus Christi Pass, west of Padre Island, water east of Crane Island, water south of Newport Pass, Mustang Island flats, western flats of Mustang Island west of cut, west shore of Mustang Island, water and flats south and northeast of Croaker Hole, waters northwest of Croaker Hole, Wilson's Cut, flats north of Wilson's Cut, south of Shamrock Island, ICWW south of JFK Causeway, marsh west of Ward Island, Ward Island area, Humble Channel spoil islands, cove northeast of Flour Bluff, and Boat Hole.

Species commonly found in Aransas and Corpus Christi Bays and environs include: American oyster (Mud Island shores is a key area), hard clam, bay squid, brown shrimp (just juveniles), pink shrimp (juveniles), white shrimp, blue crab (abundant), gulf stone crab, bull shark (spring-fall juveniles), gulf menhaden (juveniles), bay anchovy (highly abundant), crevalle jack (summer), pompano (juveniles summer), sheepshead, pinfish (abundant), silver perch, sand seatrout (abundant), spotted seatrout, spot (abundant), Atlantic croaker (juveniles abundant), black drum, red drum, striped mullet, code goby, and southern flounder.

Oil that becomes trapped in marshes/mangroves or other important nursery areas (e.g., SAV) may affect early life stages of fish that are found in shallow vegetated waters. Ingestion of oil and/or oil adhesion to gill tissues could also cause sublethal reductions in health to adult fish. Tarballs and emulsified oil that become trapped in subtidal zones or marshes may affect early life stages of fish that are found in shallow vegetated waters.

Reptiles

The Texas diamondback terrapin may be found just south of Rockport Beach, at Redfish Pass, eastern mouth of cut along Mustang Island, and in other appropriate habitats in and around Corpus Christi Bay in estuaries, tidal creeks, and salt marshes.

Gulf salt marsh snake may be found on Port Aransas Causeway, Mud Island, Mustang Island off of Corpus Christi Channel, Rockport Beach, and Oso Bay.

Sea turtles are mentioned above in the threatened/endangered species section. Direct contact with oil may irritate the eyes, mouth, and nostrils of reptiles. Oiled turtles dive less frequently, which could mean less foraging effort. In addition, there is a risk of turtles mistaking tarballs for prey or ingesting oiled prey items. The toxicity of the oil as well as intestinal blockage can result in death. There is also the risk of nests becoming oiled and causing mortality of future hatchlings or leading to deformities in hatchlings.

Marine Mammals

Bottlenose dolphins may be present year round in the GOM, bays, channels, and passes. Stennelid dolphins may be present year round in channels, passes, and offshore. Dolphins come into contact with oil while at the surface breathing. Oil can irritate sensitive tissues, both externally and internally. Inhalation of oil can increase susceptibility to infection and disease.

Habitats

Submerged Aquatic Vegetation (SAV) is an extremely important habitat found in the area. Some high priority areas for SAV include: flats northwest of Turtle Bayou, west shore of Aransas Bay, Lydia Ann Channel, Turtle Bayou, Redfish Bay, north of Big Bayou, Corpus Christi Bay, east of Aransas Channel, Aransas Channel, Lydia Ann Island and surrounding flats, Middle Pass, western shore of San Jose Island, open water northeast of Conn Brown Harbor, open water south of Aransas Pass airport runway, east shore Harbor Island, Harbor Island north of Aransas Channel, west of Lydia Ann Channel, flats between Pelone Island and Mustang Beach landing strip, flats west and north of Coyote Island, ICWW, west of Ransom Island, northeast of Dagger Point, Redfish Cove, Harbor Island east of Morris and Cummings Cut, south tip of Harbor Island, shallow water north and south of Shamrock Island, south of Point of Mustang, Laguna Madre, flats around Crane Island, flats east of ICWW, north of JFK Causeway, western flats of Mustang Island west of cut, west shore of Mustang Island, flats northeast of Croaker Hole, flats north of Wilson's Cut, south Packery Channel, and east bank of ICWW.

Intertidal SAV beds are at greatest risk of impacts from floating oil; the oil can adhere to and coat the subaerial leaves. SAV associated fauna can be exposed to oil trapped in grass beds. In all SAV areas, physical damage to vegetation and sediments should be strictly avoided. Oiled SAV may revegetate from the roots, so care should be taken to leave the surrounding sediments undisturbed. Response operations in estuaries with SAV would require very experienced personnel to avoid boat groundings, prop scarring, etc., which could impact the grass beds. Extensive foot traffic in shallow SAV areas should be avoided.

Human-Use Resources at Risk

There are numerous boat ramps and marinas within the potentially impacted area. Stellman Redfish Farm and C & A Consulting (aquaculture sites) occur in Aransas Pass. Texas A&M Univ. Shrimp Mariculture Project site is near Port Aransas. There is a water intake near Kosmos, Reynolds Metals Co. water intake near Port Bay, Northshore Golf Partners Ltd. and City of Taft water intakes near Taft, C.E. Coleman Estate and Garnett T. & Patsy A. Brooks water intakes near Nueces. A Texas A&M water intake is on the ICWW and an E.I. Du Pont de Nemours water intake is in La Quinta Channel. There is a USCG Station at Port Aransas.

Mustang Island State Park occurs on Mustang Island.

For additional information on Resource at Risk and Environmentally Sensitive Areas, consult the Oil Spill Response Atlas: http://wwwdb.glo.state.tx.us/oilspill/atlas/atlas/acp/corpus/ccindex.pdf

Planning Gaps

The following gaps were identified:

- With regards to equipment and response personnel, estimates were determine based on strategies the Working Group members determined they would employ during such an event. Weather, fate of oil, trajectories, oil spill response experience, local knowledge, etc., during an actual event may yield different results. Additionally, new Site Specific Response Plans (i.e. ICS-204s) are continually under development with the most current and detailed information.
- The rate at which disposal facilities could accommodate the recovered oil was not examined in this scenario.
- The storage capacity of skimmers and barges was not determined by the Working Group when discussing response strategies.
- Equipment Shortages:
    - o Response Boats: Response boats are necessary to place boom, conduct recovery, and transport personnel. Airboats will be needed for shallow water operations and OSRO's have plans to contract with local hunters or bring in resources from Port Arthur, TX. Additional response boats will need to be procured from other COTP zones.
    - o Skimmers: Skimmers will be needed to setup multiple collection points. Additional skimmers will need to be procured from other COTP zones.
- Personnel Shortages:

  The number of oil spill supervisors, responders, operators and technicians is inadequate for this response scenario. To compensate, personnel from outside South Texas, will be required to most effectively respond to a Worst Case Discharge.

9500 List of Agreements

For a list of applicable agreements, MOUs/MOAs, etc…reference the TGLO Took Kit under the "RRT VI" page: http://gisweb.glo.texas.gov/atlas/masterpage.pdf

9700 RESPONSE REFERENCES

Reference the TGLO Tool kit at: http://gisweb.glo.texas.gov/atlas/masterpage.pdf to obtain the following (though not limited too):

- Relevant statute/regulations and authorizes
- Geographic Response Plans (GRPs)
- NCP Product List
- ICS materials
- Wildlife Response Plans
- Example Safety Site Plans

APPENDIX A

Lower Texas Coast Wildlife Plan

APPENDIX B

South Texas Tarball Response Plan

APPENDIX C

Example IAP (TBD)

APPENDIX D

Sample Demob Plan

APPENDIX E

Shore Side Recovery Map

APPENDIX F

STCZAC Volunteer Plan

APPENDIX G

Waste Disposal Plan

APPENDIX H

Decontamination Plan (TBD)

APPENDIX I

Sample Decanting Plan (TBD)

ATTACHMENT 1

VOSS Contact and Location Information

ATTACHMENT 2

2001 TNRCC & USCG MOA

ATTACHMENT 3

Section 7 ESA Checklist

ATTACHMENT 4

RRT VI Spill Response Emergency Endangered Species Consultation Form

ATTACHMENT 5

Texas Coast Sensitive Habitat Plan

ATTACHMENT 6

OSRO Classification

ATTACHMENT 7

MOU CG, EPA, CNCS

ATTACHMENT 8

STCZAC Organizational Chart